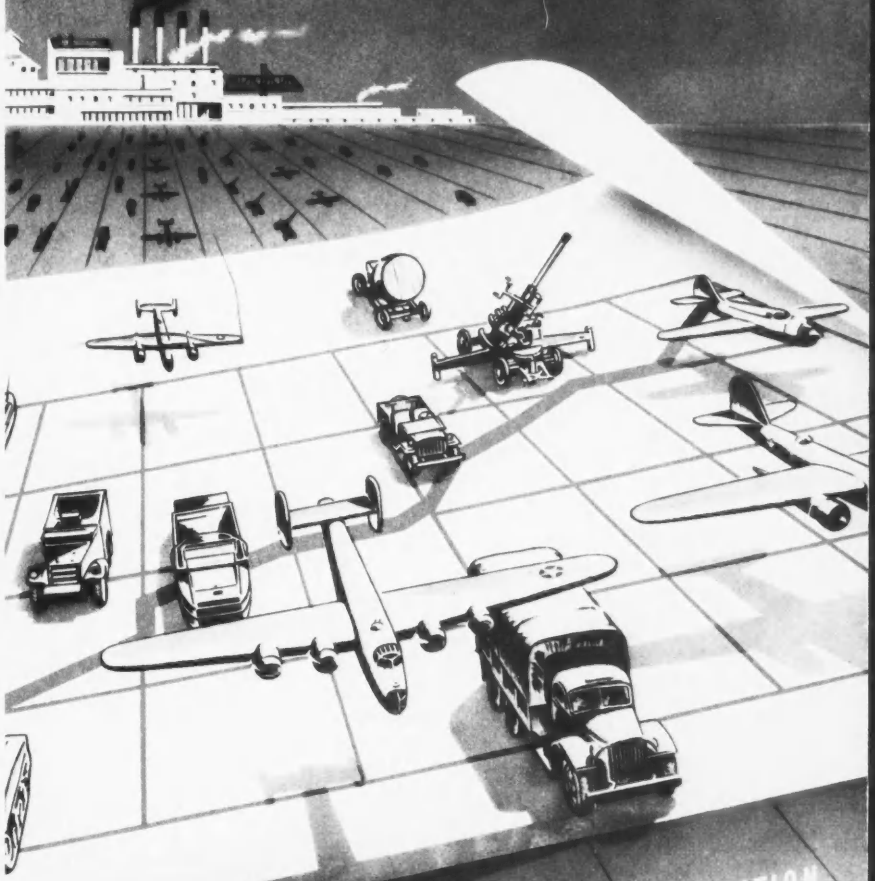
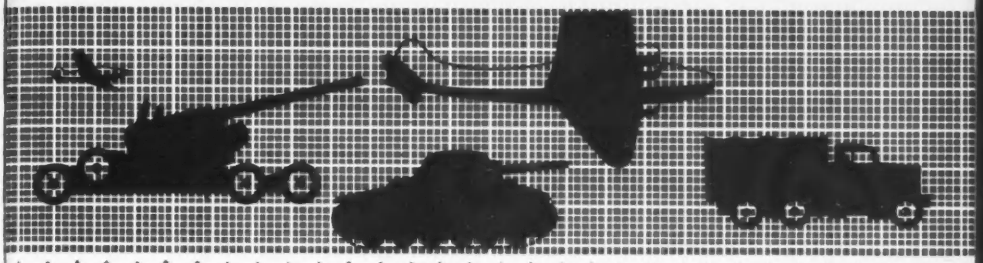
TWENTY FIFTH EDITION 1943

Automobile

FACTS AND FIGURES



AUTOMOBILE MANUFACTURERS ASSOCIATION



FOR NEARLY a quarter of a century, since the close of World War I, the annual editions of Automobile Facts and Figures have reviewed the rapid growth of the automotive industry into America's largest manufacturing industry. This, the twenty-fifth edition, highlights the first year and a half of all-out service to the nation.

During this scant year and a half since civilian production was stopped, the industry has lived up to its reputation as a performer of "miracles".

Starting with a complete conversion of plants and equipment during the early months of 1942, the output of armaments rose rapidly, so that by mid-summer the dollar volume had attained an annual rate equal to that of the highest previous year.

Production of complete aircraft, airframes, propellers, engines, gliders, tanks, tank destroyers, military vehicles, cannon, machine guns, ammunition, torpedoes, gyrocompasses, gyroscopes and several hundred other war items, continued to climb rapidly during the remainder of 1942 and the first half of 1943.

By July 1943 the annual rate had reached $9,500,000,000, or was approximately double the output of civilian products in the previous highest year. The peak has not yet been reached.

Charts and tables of the industry's war effort and of the vital role played by wartime highway transportation are presented in this booklet.

AUTOMOBILE MANUFACTURERS ASSOCIATION
New Center Building, Detroit

Automobile Manufacturers Association, Inc.

New Center Building, Detroit

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President	Alvan Macauley	Packard Motor Car Company
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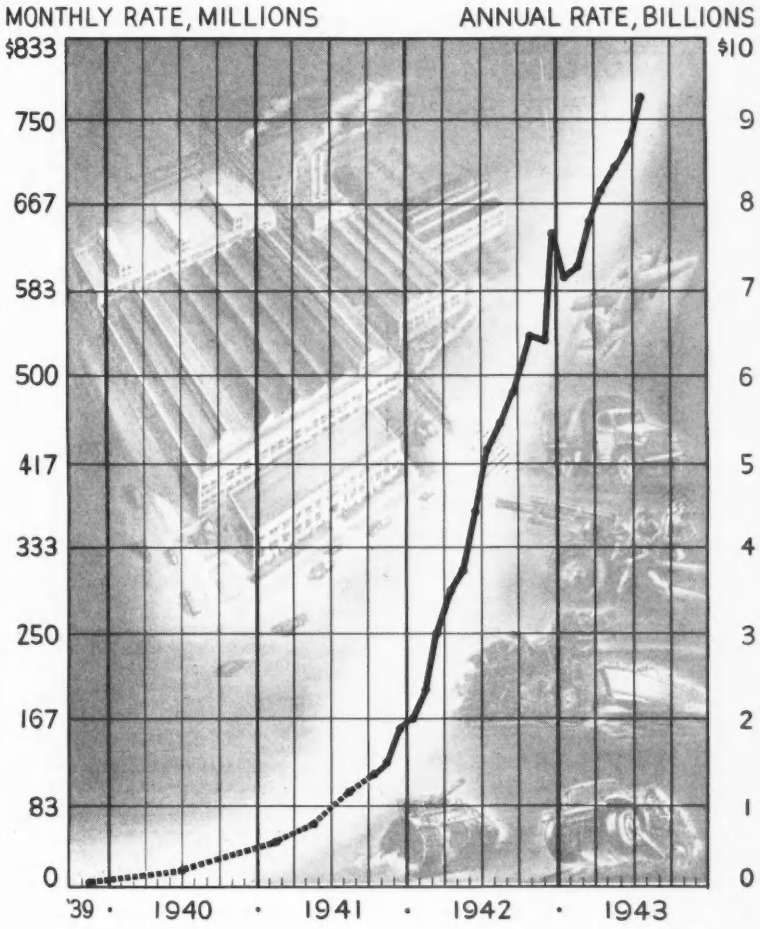
Manager, Statistical Department	Oscar P. Pearson

(A list of members is given on page 62)

A.H.

Automotive Industry's War Deliveries Rise Sharply

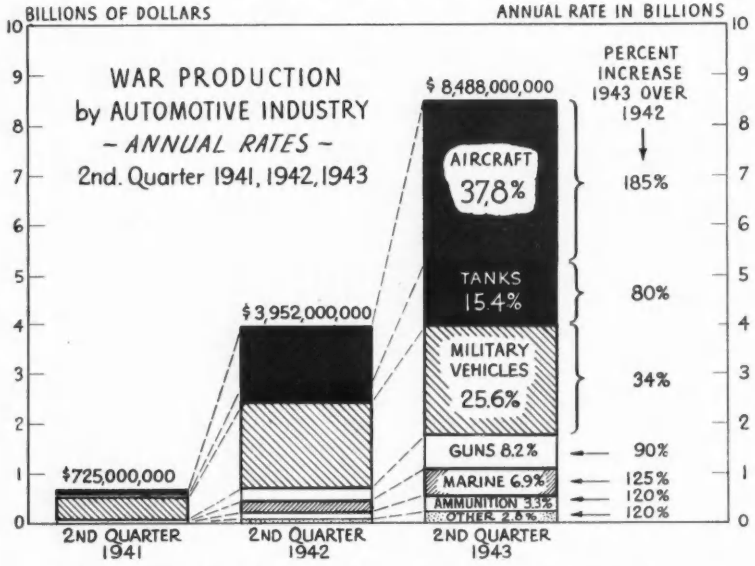
Approach $10 Billion Annual Rate



SOURCE: Automotive Council for War Production.

War Products Deliveries by

Aircraft 38%, Military Vehicles 25% of Automotive Industry's Deliveries in 2nd Quarter 1943



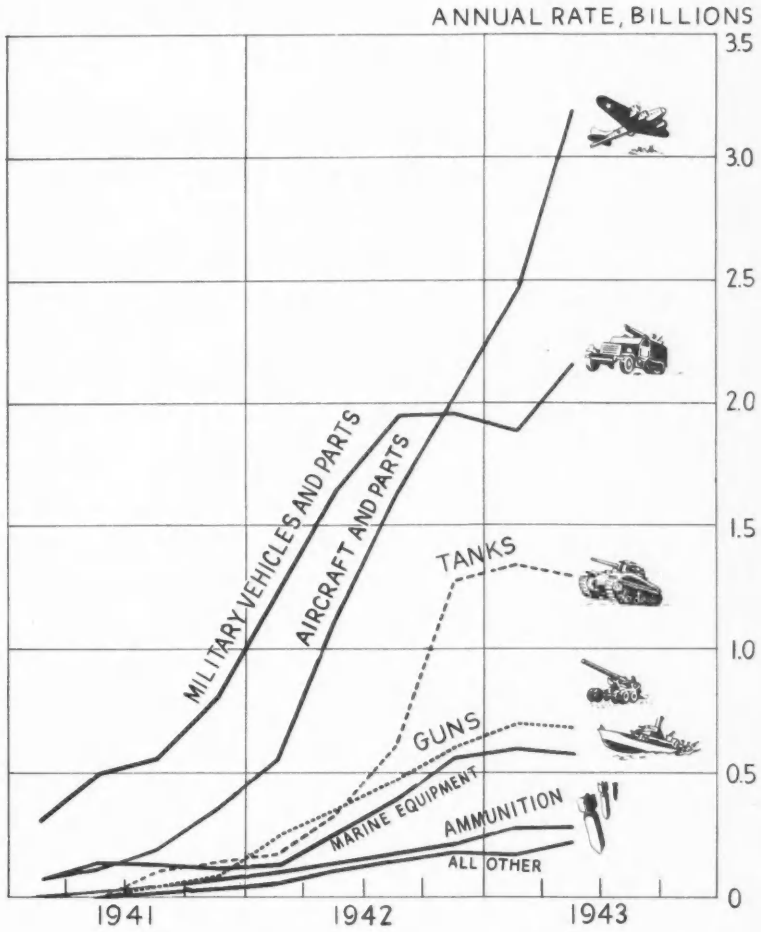
Value of War Products Deliveries by Automotive Industry

	1942		1943	
	Monthly	Annual Rate	Monthly	Annual Rate
January	$ 165,300,000	$1,984,000,000	$ 598,600,000	$7,183,000,000
February	191,400,000	2,297,000,000	609,400,000	7,313,000,000
March	254,700,000	3,056,000,000	653,700,000	7,844,000,000
April	291,100,000	3,493,000,000	671,600,000	8,059,000,000
May	313,200,000	3,758,000,000	702,700,000	8,432,000,000
June	383,800,000	4,606,000,000	747,700,000	8,972,000,000
July	427,200,000	5,126,000,000	796,000,000*	9,500,000,000*
August	452,900,000	5,435,000,000		
September	485,300,000	5,824,000,000	*Preliminary	
October	540,700,000	6,488,000,000		
November	539,600,000	6,475,000,000		
December	645,800,000	7,750,000,000		
Total	$4,691,000,000		(7 mos.) $4,758,700,000	
Year 1940	$ 141,600,000		Year 1941 $ 933,200,000	

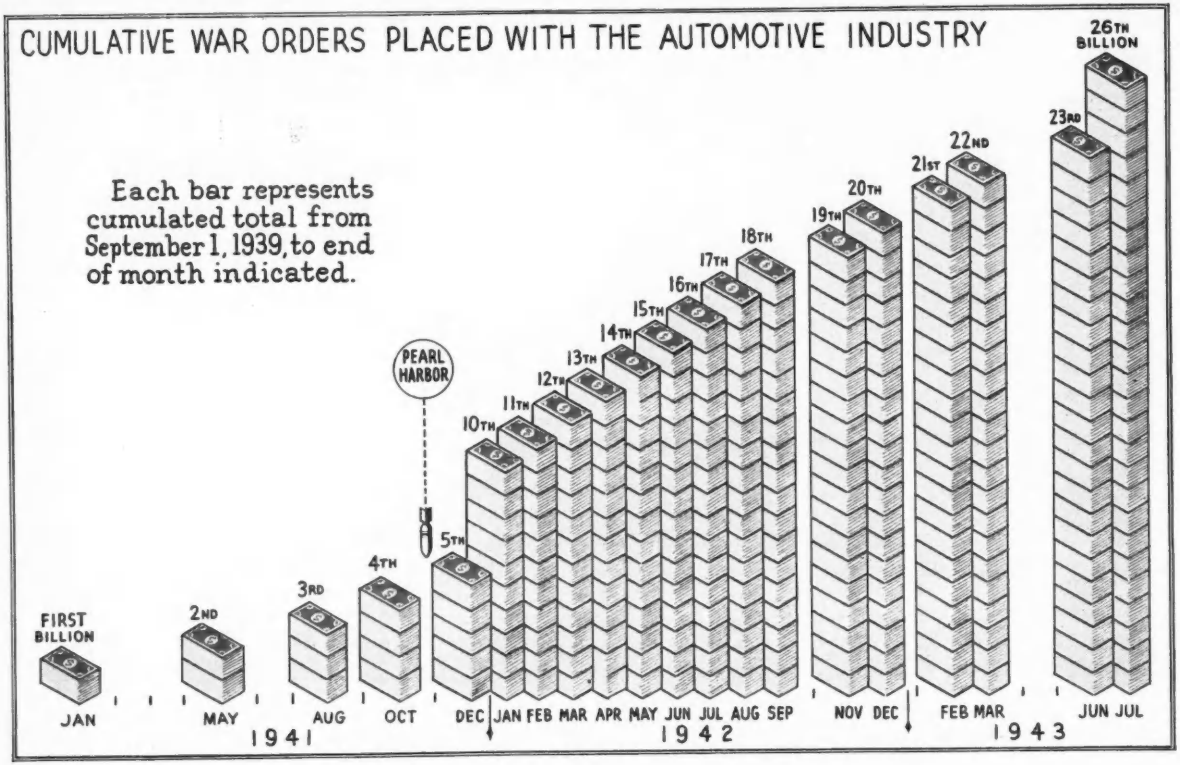
Source: Monthly reports to the Automotive Council for War Production.

the Automotive Industry

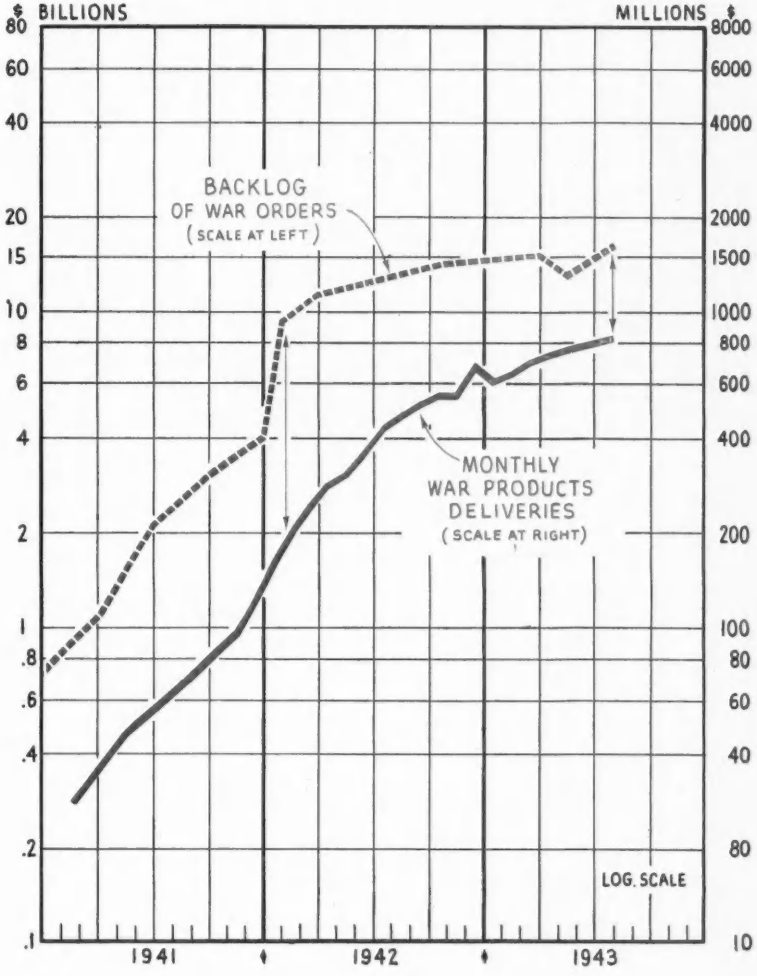
Aircraft and Parts Deliveries at Annual Rate of 3¼ Billions of Dollars in Second Quarter 1943



Source: Reports submitted by automotive manufacturers to the Automotive Council for War Production.

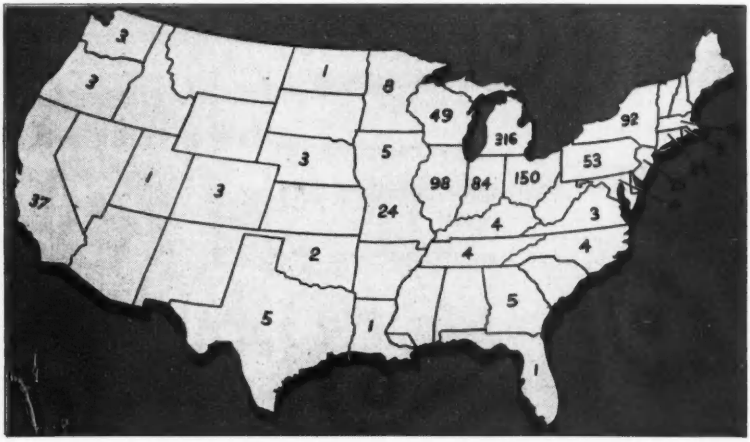

CUMULATIVE WAR ORDERS PLACED WITH THE AUTOMOTIVE INDUSTRY
Each bar represents cumulated total from September 1, 1939, to end of month indicated.
FIRST BILLION
2ND
3RD
4TH
PEARL HARBOR
5TH
10TH
11TH
12TH
13TH
14TH
15TH
16TH
17TH
18TH
19TH
20TH
21ST
22ND
23RD
26TH BILLION
JAN
MAY
AUG
OCT
DEC
JAN FEB MAR APR MAY JUN JUL AUG SEP
NOV DEC
FEB MAR
JUN JUL
1941
1942
1943

War Deliveries Gaining on Backlog of Orders in the Automotive Industry



Source: Automotive Council for War Production

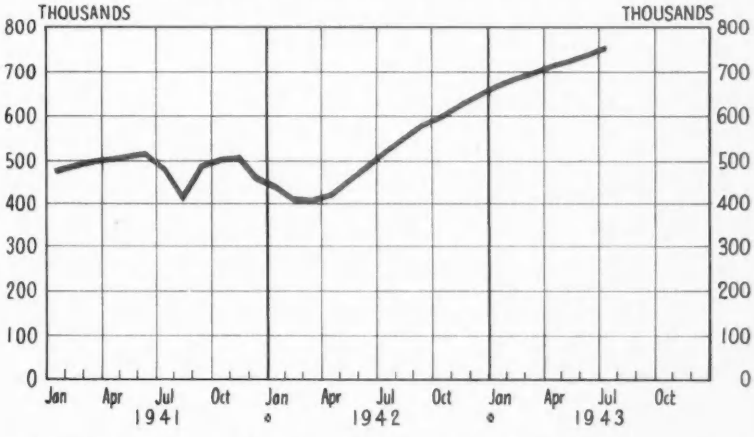
1038 Automotive Plants Making War Products are Spread from Coast to Coast



Automotive Plants Manufacturing War Products

	Motor Vehicle (Including Parts Subsidiaries)	Automotive Parts	Total Plants		Motor Vehicle (Including Parts Subsidiaries)	Automotive Parts	Total Plants
California	11	26	37	New Jersey	10	19	29
Colorado	1	2	3	New York	18	74	92
Connecticut	3	21	24	North Carolina	2	2	4
Florida	..	1	1	North Dakota	1	..	1
Georgia	4	1	5	Ohio	31	119	150
Illinois	9	89	98	Oklahoma	1	1	2
Indiana	23	61	84	Oregon	1	2	3
Iowa	..	5	5	Pennsylvania	8	45	53
Kentucky	1	3	4	Rhode Island	..	3	3
Louisiana	..	1	1	Tennessee	2	2	4
Maryland	2	2	4	Texas	2	3	5
Massachusetts	1	18	19	Utah	1	..	1
Michigan	96	220	316	Virginia	2	1	3
Minnesota	1	7	8	Washington	2	1	3
Missouri	8	16	24	Wisconsin	10	39	49
Nebraska	1	2	3	Total	252	786	1038

July 1943 Employment 45% Above 1941 Peak Month



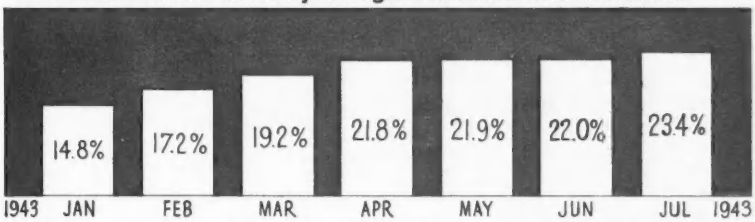
Monthly Average Number of Wage Earners in U. S. Formerly Manufacturing Motor Vehicles and Bodies

Includes Government-Owned Plants Operated by These Companies

Thousands	1941 Total	1942 Total	1943 Men	1943 Women	1943 Total
January	480	437	561	98	659
February	489	406	559	116	675
March	497	404	556	132	688
April	504	419	550	153	703
May	511	450	556	156	712
June	514	479	567	160	727
July	480	512	569	174	743P
August	420	540			
September	482	570			
October	502	589			
November	505	612			
December	561	636			
Average	487	505			

P = Preliminary

23 Percent of July Wage Earners are Women



174,000 women were employed in July 1943 by former motor vehicle and body manufacturing plants.

War Products Manufactured b

Aerial Torpedoes
Aircraft Cannon
Aircraft Control Instruments
Aircraft Engines
Aircraft Engine Parts
Aircraft Ignition Testers
Aircraft Machine Guns
Aircraft Propeller Sub-Assemblies
Aircraft Propellers
Aircraft Servicing and Testing Equipment
Aircraft Struts
Airframes
Air Compressors
Air Coolers
Air Pumps
Air Raid Sirens
Airplane Fuel Pumps
Alternators for Tanks and Airplanes
Aluminum Alloy Castings
Aluminum Alloy Forgings
Aluminum Alloy Rods
Ambulances
Ammunition Box Parts
Ammunition Hoists
Amphibian Jeeps
Amphibian Tank Radiators
Amphibian Tanks
Amphibian Trucks
Aneroid Valves
Anti-Aircraft Directors
Anti-Aircraft Gun Mounts
Anti-Aircraft Guns and Parts
Anti-Aircraft Searchlight Parts
Anti-Tank Guns
Anti-Tank Mines
Anti-Tank Mine Fuzes
Armor Plate
Armored Cars
Artillery Ammunition and Components
Artillery Carriages
Artillery Gun Chassis
Artillery Prime Movers
Assault Boat Carriers
Automatic Pilots
Autosyn Motors

Batteries for Planes, Tanks, and Trucks
Battery Chargers
Bayonet Scabbards
Bearings, Ball and Roller
Binoculars
Black-Out Lamps
Blowers
Bomb Bay Doors
Bomb Components
Bomb Loading Trailers
Bomb Shackle Assemblies
Bomb Tails
Bomber Jacks
Bomber Sub-Assemblies
Bombers
Boosters
Boring and Turning Mills
Bracket Assembly for Gun Trunnions
Breech Housings
Bullet Cores
Buses
Bushings

Cantonment Furnaces
Carbines
Carbines, Semi-Automatic
Carburetors
Cargo Body Trucks
Cargo Vessels
Carryall Trucks
Cartridge Cases
Cartridge Clips
Casing Bursters
Catapult Bearings
Cavalry Auxiliaries
Command Radio Cars
Command Reconnaissance Cars
Communication Equipment
Control Wheels
Cord Winders
Crash Trucks
Current Regulators

Demolition Bombs
Dies
Diesel Engines for Navy
Drills
Ducts for Heavy Bombers
Dump Trucks

Earth Borer Trucks
Electric Motors
Electrical Equipment
Electrical Power Plant Trucks
Engine Hoists
Engines for Landing Barges
Exhaust Manifolds

Field Artillery
Field Kitchen Trucks
Field Machine Guns
Field Radio Cars
Field Ranges and Parts
Fighter Aircraft
Fire Engines
Fire Fighting Equipment
Firing Directors
Fixtures
Flame-Resistant Plastic
Flaps for Heavy Bombers
Flood Lighting Trucks
Flywheel Assemblies
Forgings
Fuel Pump Motors (Aircraft)
Fuel Pumps
Fuel Strainers
Fuzes

Gas Mask Components
Gauges
Gear Boxes
Generators
Glass, Heavy Duty
Gliders, With and Without Engines
Grinders
Gun Carriages
Gun Control Equipment
Gun Firing Solenoids
Gun Motor Carriages
Gun Mounts and Parts
Gun Shoulder Rests
Gun Sights
Gun Synchronizers
Gun Turrets
Gyrocompasses
Gyroscopes

Half-Track Trucks
Hatch Covers for Bombers
Heat Exchangers
Helicopters
Helmets
Helmet Liners
Hydraulic Controls (Airplane)

by the Automotive Industry

Hydraulic Control Valves

Ignition Systems and Parts
Incendiary Bombs and Parts
Industrial Engines
Inner Wings for Heavy Bombers
Instrument Bearings
Instrument Panels

Jacks
Jeeps
Jigs

Laminated Glass
Landing Brake Flaps
Landing Gears for Bombers
Landing Gear Struts
Lathes
Lighting Plants
Locomotive Engines

Machine Guns
Machine Gun Tripods
Machine Shop Trucks
Machine Tools
Machining
Magnesium
Magnesium Castings
Magnetos
Manifold Assemblies
Marine Engines for Surface Vessels
Marine Engine Propeller Shafts
Marine Equipment
Marine Instruments
Marine Propellers
Marine Tractors
Mess Kits
Metallic Link Belts
Military Locomotives
Mines
Mine Anchors
Mobile Field Hospital Units
Mobile Optical Units

Nacelles for Bombers
Naval Gun Housings
Navy Fighter Tail Sections
Navy Fighter Wings
Navy Pontoons
Navy Warning Signals

Oil Coolers
Oil Filters
Oil Pressure Gauges
Oxygen Cylinders

Parachute Flares and Flare Projectors
Personnel Carriers
Pigeon Loft Trucks
Pole Setter Trucks
Portable Gasoline Pumps
Power Take-Off Units
Powdered Metal Parts
Practice Shells
Primers
Prisms
Projectiles
Pump Assemblies

Radiators
Radio Compasses
Radio Receivers and Transmitters
Radios
Range Correction Boards
Recoil Mechanisms
Refrigeration Compressors
Refrigerators and Parts
Relay Housings

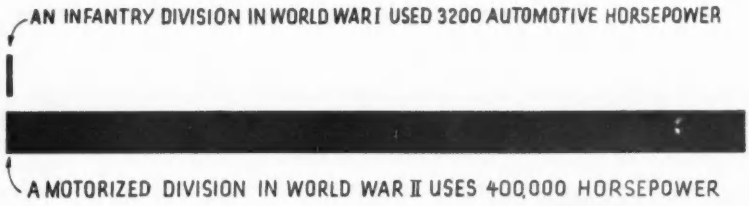
Scout Cars
Searchlight Reflectors
Semi-Trailers
Shapers
Shell Boosters
Shell Casings
Shell Forgings
Shell Hoists
Shell Housings
Shells
Shot
Signal Parts
Solenoid Switch Starters
Solenoids for Bomb Release
Spark Plugs
Speedometers
Staff Cars
Stampings
Starting Motors
Stationary Engines
Steel Castings
Steering Gears
Submarine Diesel Engines
Submarine Identification Signals
Supercharger Intercoolers
Superchargers

Tachometers
Tank Artillery
Tank Cannon
Tank Destroyers
Tank Engines
Tank Gun Mounts
Tank Guns
Tank Tracks
Tank Transmissions
Tank Transporter Trucks
Tank Trucks (Oil and Gas)
Tank Turrets
Tanks and Parts
Telephone Exchange Trucks
Telephone Maintenance Trucks
Temperature and Humidity Control Units
Tent Heaters
Third Axles
Tool Kits
Tools
Torpedo Engines
Torpedo Parts
Torpedoes
Tractor-Trucks
Trailer Unit-Fire Fighting Pumpers
Trailers
Trench Mortar Shells
Troop Transport Trucks
Truck Engines
Truck Tire Chains
Turrets for Bombers

Water Coolers
Water Filtration Trucks
Weapon Carrier Trucks
Wheel and Brake Assemblies
Winches, Various Types
Wing Sections, Attack Bombers
Wing Tips for Bombers
Wings, Army Fighter Planes
Wiring Equipment for Planes, Tanks, and Trucks
Wrecker Trucks

War of Horsepower

A modern motorized division of the U. S. Army uses 11,500% more horsepower (i.e. motors) than an Infantry Division did in the last World War. Approximately 400,000 horsepower is utilized today compared with 3200 in 1918.



Two-thirds of the daily sustaining tonnage of a fighting force consists of petroleum products, and only one-third comprises ammunition, food and daily general supplies. During the last war the bulk of supplies consisted first of ammunition and second of forage for horses. Eleven tons of equipment and supplies are now required per year for every soldier sent abroad.

Of all the installed horsepower in the United States required to operate the factories, run railroads, plow fields, and do all the other jobs using mechanical power, 85 percent is under the hood of motor vehicles.

SOURCE: Based on address by Brig. General Julian S. Hatcher, Chief, Field Service Division, Office of Chief of Ordnance, U. S. A., before Society of Automotive Engineers, May 5, 1943.

1,516,000 Tons of Scrap Salvaged by Auto Plants

Twelve Months Ending May, 1943

IRON AND STEEL	Tons
Production Scrap	1,284,084
Non-Production Scrap*	127,961
Total Iron and Steel	1,412,045
NON-FERROUS METALS	
Production Scrap	101,094
Non-Production Scrap*	3,229
Total Non-Ferrous	104,323
TOTAL METALS	
Production Scrap	1,385,178
Non-Production Scrap*	131,190
Grand Total	1,516,368

*Includes Tools, Dies, Jigs, Fixtures, Machinery, Conveyors, etc.

SOURCE: Reports to Automotive Council for War Production

2,043,000 Cars Wrecked by Automobile Graveyards, 1942

Period	Number of Cars Wrecked	Cars on Hand, End of Period*
First Half, 1942	1,108,000	490,000
Last Half, 1942	935,000	274,000
Total 1942	2,043,000	—
First Half, 1943	537,000	254,000
Estimated Last Half 1943	660,000	—
Total 1943 estimated	1,196,000	—

*In stock February 28, 1942—918,607.

SOURCE: Scrap Processors Branch, Salvage Division, War Production Board.

Automotive Council For War Production

BOARD OF DIRECTORS

INTERCHANGE

- MANPOWER
- WAR PRODUCTS
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- PRODUCTION INFORMATION
- TRAFFIC
- CENTRAL AIRCRAFT
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    - ENGINES COMMITTEE
    - AIRFRAMES COMMITTEE

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- CONTROLLED MATERIALS COMMITTEE
- CONTRACT TERMINATION COMMITTEE
- MILITARY VEHICLES DIVISION
- MILITARY REPLACEMENT PARTS DIVISION
- TANK-AUTOMOTIVE CENTER LIAISON
- SALVAGE COMMITTEE
- CENTRAL AIRCRAFT COUNCIL

KEEPING INDUSTRY INFORMED

- WASHINGTON REPORTING
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- CENTRAL REFERENCE

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- STATISTICAL DEPARTMENT
- PUBLIC RELATIONS
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Managing Director

George Romney ..... New Center Building, Detroit, Michigan

Services of the Automotive

Organized by the Industry to Expedite Its

Manpower Division—Working committees of the Manpower Division seek solutions to problems of worker supply, utilization, morale, absenteeism, health and related problems. Pooling of facts and exchange of techniques are accomplished by means of the publication "Manpower Information".

Washington Reporting Service—Provides for participating companies comprehensive daily reports covering government developments affecting all phases of the industry's war effort. Information and interpretative reports are issued on subjects relating to materials controls, manpower, taxation, appropriations, profits regulations, other government acts and orders, regulations, administrative rulings and announcements. Full texts of important government documents are also provided by the service.

Material Control Committee—In the operation of the Controlled Materials Plan the War Production Board has relied heavily on the advice of the Council's Materials Control Committee. Specialists in the industry meet to discuss methods for distributing materials and present the industry's viewpoints to government agencies concerned with these activities. Relying on the industry's long experience, government officials have made many important modifications in their original procedures.

War Products Division—Organized to intensify on an industry-wide basis the interchange of production information among companies engaged in making or tooling up to make the same types of war products. The program serves to reduce trial and error operations to a minimum by pooling knowledge and techniques among production men on time-saving operations, product improvements and other developments which the individual companies have effected. At present the Product Committees are: (a) Artillery and (b) Tanks, Armored Cars and (c) Parts. The Aircraft Engines and Airframes Committees, formerly part of the War Products Division, have been transferred to the Central Aircraft Council.

Contract Termination Committee—Broad and vital problems involved in the termination of government contracts are the concern of this committee which was appointed to work out with government agencies standard procedures for obtaining payment for and clearing plants of materials and equipment so that prime contractors and subcontractors can speedily reconvert their plants from wartime to peacetime work.

Central Aircraft Council—An autonomous division of the Automotive Council for War Production wherein automotive companies manufacturing airplane engines, airframes and aircraft parts are joined by aircraft companies in the central area of the United States for the purpose of pooling their information and techniques and seeking joint solutions to common problems. Engineering, production, materials, and coordination of reports are fields in which the Central Aircraft Council works.

Council for War Production

Output of Armaments for the Fighting Forces

Military Vehicles Division—Manufacturers of motor trucks, buses, trailers, and parts are joined through the Military Vehicles Division to deal speedily and efficiently with joint problems. Service is provided on mutual problems of production, engineering, parts output, maintenance and distribution to the end of speeding output and eliminating bottlenecks resulting from shortages of materials and manufacturing facilities. Direct contact is maintained with Army Ordnance, O.D.T. and W.P.B. officials in Washington and Detroit. A special Washington bulletin service containing matters of interest to manufacturers of military vehicles is provided at frequent intervals. Operating under policies set by a governing board are committees on: Production, Education, Parts and Service, Engineering, Motor Coach and Truck-Trailers.

Military Replacement Parts Committee—Serves the Tank-Automotive Center of Army Ordnance as an advisory committee on problems related to the production and supply of repair parts for tanks, combat vehicles and military trucks.

Tooling Information Service—By means of weekly reports and personal contact, the Tooling Information Service keeps members advised concerning open capacities for the manufacture of gages, tools, dies, jigs and fixtures. The Service functions to help the users and the facilities get together speedily and efficiently.

Traffic Division—Handles mutual problems of loading, shipping rates, routes, classification and equipment, and performs other services related to movement by automotive companies of materials and war products. The Division represents the industry in contacting government agencies and regulatory bodies on traffic matters. By means of its publication "Traffic Topics" the Division distributes current transportation information to traffic managers in the industry.

Public Relations—The industry's war production is of direct concern to all Americans. At the same time, censorship necessarily tends to restrict the dissemination of facts by individual companies. The Council is carrying forward on behalf of all companies in the automotive manufacturing field a program designed to keep the public continuously informed of the industry's war progress. The Bulletin AUTOMOTIVE WAR PRODUCTION, news releases, booklets, articles, and speeches serve to tell the public of these accomplishments.

Statistical and Research Service—Collects and analyzes basic data respecting rate of war production progress, orders, deliveries, raw materials and other phases of the industry's war production program for the information of member companies, government and the public. The department serves as a convenient source for industry data required by government agencies. The staff also serves as a clearing house for inquiries received from member companies for information on materials and priorities orders. Staff work in connection with the salvage program of the industry is also provided by the statistical department.

Wartime Highway Transportation Objectives

Conservation of vital highway transportation continues to be a major war problem, because (a) new rubber tires in adequate quantities will not become available for a considerable time, (b) gasoline supplies are insufficient, and (c) the existing rolling stock is diminishing without replacements from new production.

A nationwide conservation program, sponsored by the Office of Defense Transportation, is administered by the Highway Traffic Advisory Committee to the War Department, through the work of state highway traffic advisory committees.

Actively supporting this program are the following national organizations among others:

American Automobile Association
American Association of Motor Vehicle Administrators
American Association of State Highway Officials
Automotive Safety Foundation
Chamber of Commerce of the United States
Institute of Traffic Engineers
International Association of Chiefs of Police
National Conservation Bureau
National Safety Council
Office of Civilian Defense
Public Roads Administration

The objectives are:

(a) To increase effective capacity of existing mass transportation facilities to the maximum by staggering hours in business, factories, schools and stores, and rescheduling of local bus, street car, and train services.

(b) To develop group-riding plans among automobile owners for essential personal transportation.

(c) To improve traffic regulations and control.

". . . The Greatest Lesson of This War . . ."

"Perhaps the greatest lesson of this war is that which is being taught the average citizen; namely, that the domestic economy of this country depends upon transportation, not only the transportation that is afforded by the railroads, airplanes, buses and trucks, but also the individual transportation which each family has in its automobile."

"This country cannot be taken off rubber and avoid a domestic collapse."

"It cannot be denied that this country moves on rubber, and it is a military necessity to keep the country's transportation system alive."

Excerpts from reports by William F. Jeffers, U. S. Rubber Director, War Production Board.

1943 Rubber Requirements Exceed New Supplies

			Long Tons
Inventory, January 1, 1943			443,000
NEW SUPPLIES			
Imports, Natural Crude		54,000	
Synthetic			
Buna S	218,000		
Buna N	17,000		
Butyl	11,000		
Neoprene	29,000		
Total synthetic	275,000		
Equal after conversion to crude equivalent		254,000	
Total New Supplies			308,000
REQUIREMENTS			
Military		286,000	
Trucks and Buses		101,000	
Passenger Tires		35,000	
Export, including British Empire		101,000	
Canadian Use (Military, Industrial, Civilian)		50,000	
Other Indirect Military Uses		36,000	
Total Requirements			609,000
Total Supplies (New Supplies and Inventory)			751,000
Balance January 1, 1944, Crude and Synthetic			142,000
Net Decrease in Inventory, January 1 to December 31, 1943			301,000

SOURCE: "Progress Report No. 3", May 17, 1943. Office of the Rubber Director, War Production Board.

85 Percent of War Workers' Average Weekly Mileage is for Necessity Purposes

	Weekly Mileage	Percent
To and from work	82.2	56.5
Shopping	20.3	14.0
Other necessary (includes taking children to school, delivering farm and garden produce, miscellaneous business trips, etc.)	20.7	14.3
Total necessary	123.2	84.8
Non-necessary	22.2	15.2
Total—all purposes	145.4	100%

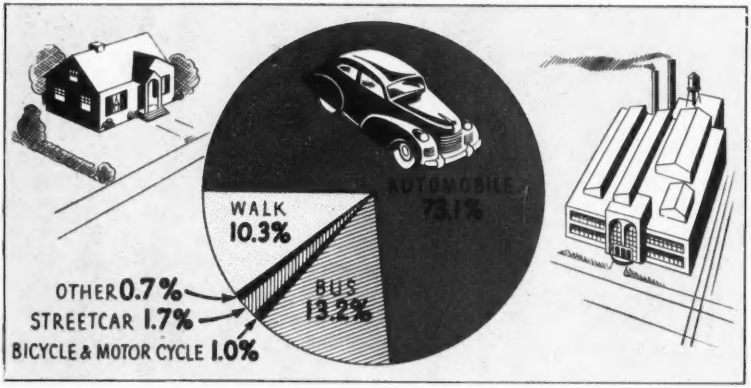
SOURCE: Survey of 94 war plants in 10 scattered states, by the State Highway Advisory Committees to the War Department, as of August-October, 1942.

Workers in Smaller Cities More Dependent on Autos

	Number of War Plants Surveyed	Percent of Workers Using Cars to Work		Number of War Plants Surveyed	Percent of Workers Using Cars to Work
Detroit	381	61	Muskegon	16	68
Detroit Area Outside Detroit	99	89	Bay City	9	70
			Battle Creek	10	83
Detroit Area Including Detroit	480	74	Port Huron	6	63
			Ann Arbor	9	71
Grand Rapids	31	63	Monroe	5	91
Flint	7	83	Adrian	6	85
Saginaw	14	84	Grand Haven	9	82
Lansing	15	78	All Other	80	72
Pontiac	11	83			
Kalamazoo	14	84			
Jackson	27	75	All Plants	749	75%

SOURCE: "The Transportation of Materials and Workers in War Industries in Michigan"; Michigan State Highway Department.

73% of Employes Drive Autos to Work in 94 War Plants



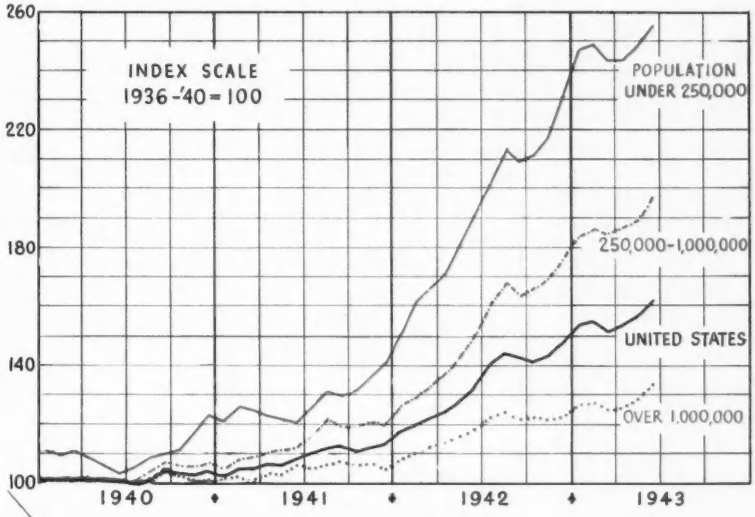
Automobiles Serve as Chief Means of Getting to Work

	No. of Persons Surveyed	Date in 1942	PERCENT USING EACH METHOD OF GETTING TO WORK				
			Auto	Mass Transportation: Motor Bus	Mass Transportation: Other Mass Transport	Walk	All Other
94 war plants in 10 states①	140,000	Aug. Sept. Oct.	73.1	13.2	2.4	10.3	1.0
Oakland, Calif.							
61 war plants	—	Nov.	65.5	—	26.4 —	—	8.1 —
127 establishments	—	Nov.	39.7	—	47.0 —	—	13.3 —
East Springfield, Ohio							
Westinghouse Elec. plant	—	—	55.0	—	20.0 —	—	25.0 —
Contra Costa County, Calif.—39 industries	—	June	76.7	—	3.7 —	—	19.6 —
Providence, R. I.	34,775	July	78.6	—	10.2 —		10.9 .3
Hagerstown, Md.— 11 companies	—	July	73.0	—	12.0 —	14.0	1.0
Massillon, Ohio	8,166	Aug.	67.3	8.0	—	24.4	.3
Fort Worth, Texas	40,000	Mar.	51.9	31.2	—	15.1	1.8
Wilmington, Dela.	34,228	June	41.1	6.5	26.7	25.5	.2
Beaks County, Pa.	49,372	June	39.9	14.2	14.5	—	31.4 —
Fort Wayne, Ind.	36,962	Oct.	49.3	—	28.0 —	20.5	2.2
Birmingham, Ala.	101,000	Mar.	29.1	—	45.6 —	24.9	.4
Buffalo, N. Y.	32,826	Dec	27.0	—	66.0 —	—	7.0 —
Chicago, Ill.—645 plants	317,765	June 1943	33.8		—	10.0	—
Chicago Suburbs— 155 plants	102,977	June 1943	45.5		—	20.0	—

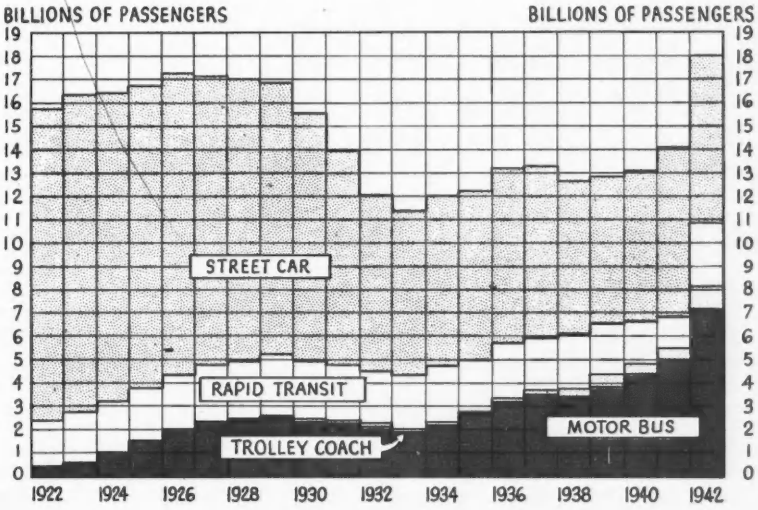
Note—Additional data on automobiles used in driving to work in Michigan cities on page 19.

SOURCES: ① Surveys by State Highway Advisory Committees to the War Department in Ala., Colo., Ind., Ill., Kan., Ohio, Ore., Utah, Va., and W. Va. Other surveys made by chambers of commerce, civilian defense councils and other civic organizations.

Transit Travel Increased Most in Small Cities



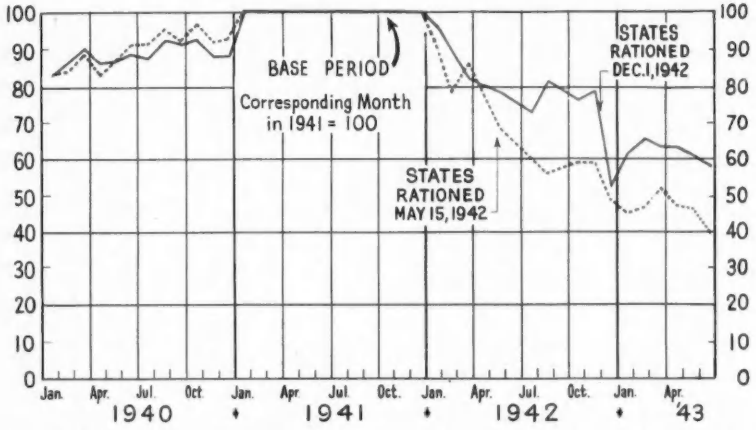
Use of Public Transportation Facilities at Record Level



SOURCE: American Transit Association.

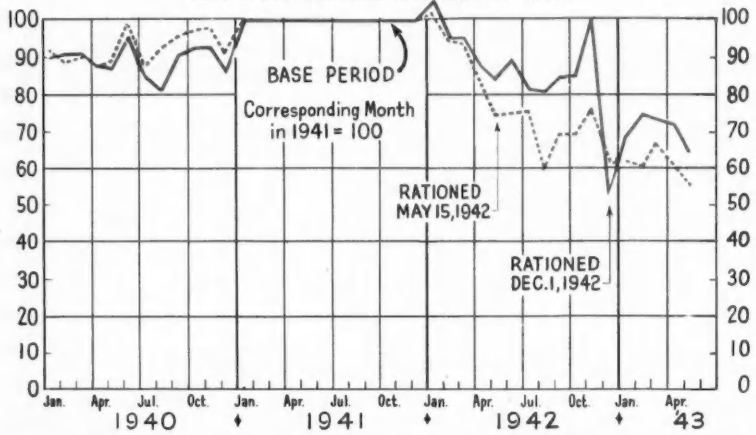
Measures of Motor Vehicle Use

1943 Traffic Counts on Main Rural Roads Show 40% to 60% Decline in Car Use Below 1941



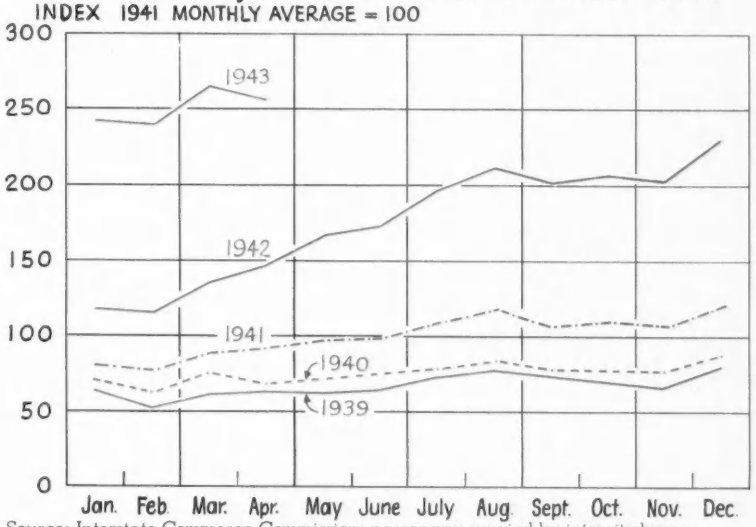
Source: U. S. Public Roads Administration; automatic counts of motor vehicles passing about 600 stations located on main rural highways throughout the United States.

1943 Taxable Gasoline Sales Indicate Decline of35% to 45% in Motor Vehicle Use Below 1941



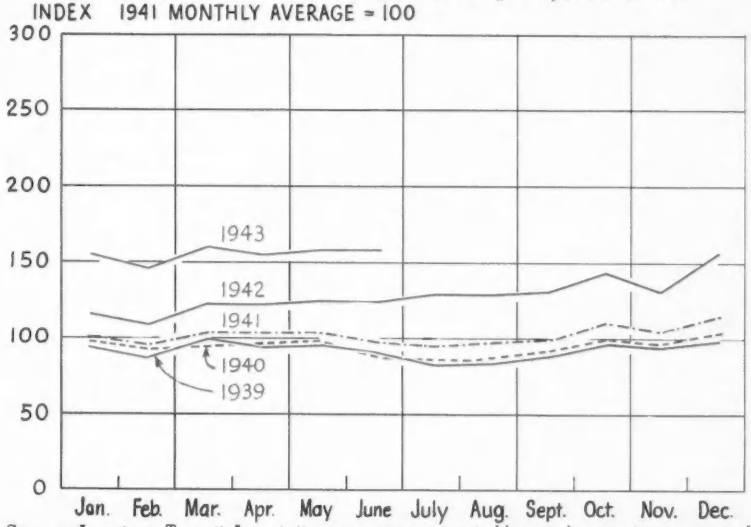
Source: U. S. Public Roads Administration's compilation of Reports from State Gasoline Tax Authorities.

1943 Intercity Bus Travel 150% Above 1941



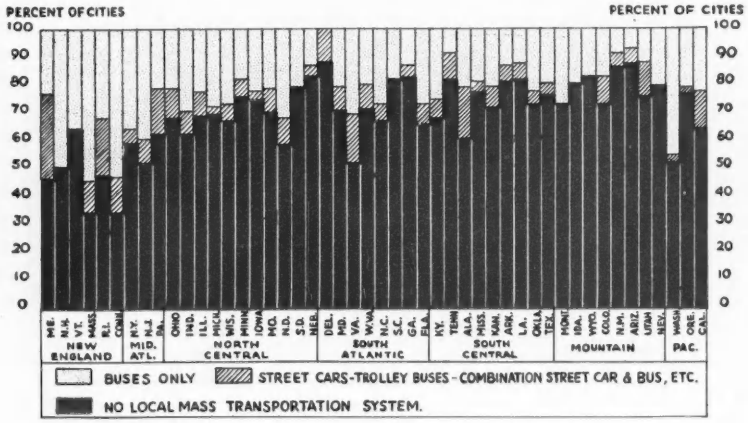
Source: Interstate Commerce Commission; passengers carried by intercity buses.

1943 City Bus and Street Car Use Up 60% Over 1941



Source: American Transit Association; passengers carried by city buses, street cars and rapid transit equipment.

2,211 U. S. Cities with Population of



Motor Buses Serve Most Cities Having Local Mass Transportation

Cities by Population Group	Total Cities in U. S.		Number of Cities Having Local Mass Transportation Systems ②					③No Local Mass Transportation	
	Number	Population ①	Street Cars	Trolley Buses	Motor Buses	Buses Only	Net Total	No. of Cities	Population
			(a)	(b)	(c)	(d)	(e)		
1,000,000 & over	5	15,910,866	5	3	5	...	5	....	.....
250,000—1,000,000	32	14,284,473	28	20	32	4	32	....	.....
100,000—250,000	55	7,792,650	26	17	55	29	55	....	.....
50,000—100,000	106	7,343,917	39	14	101	67	106	....	.....
25,000—50,000	214	7,417,093	52	16	209	162	214	....	.....
15,000—25,000	291	5,461,429	50	1	284	237	287	4	65,475
10,000—15,000	374	4,505,469	42	3	294	262	304	70	821,437
2,500—10,000④	2,387	11,707,805	29	16	216	193	250	2,137	10,275,577
Total Urban	3,464	74,423,702	271	90	1,196	954	1,253	2,211	11,162,489

①—Population and number of places from Bureau of Census, 1940.
②—Figures in columns a, b, and c may include a combination of more than one type.
③—575 cities having only interurban service are considered as not having an adequate local mass transportation system.
④—807 cities estimated on basis of 1580 replies.

Data for cities with population of 10,000 and up compiled from information furnished by "Bus Transportation."

11,162,000 Depend on Private Cars

	Number of Cities Without Local Mass Transp. Systems—Population Class [1]					Per Cent Not Served	
	15,000 and Under 25,000	10,000 and Under 15,000	2,500 and Under 10,000 [4]	Total Urban [3]	Population Not Served	Cities	Urban Population
Alabama	..	..	37	37	174,211	62.7	20.4
Arizona	..	..	14	14	71,749	87.5	41.2
Arkansas	..	1	42	43	198,772	81.1	46.0
California	..	1	99	100	561,523	59.9	11.5
Colorado	..	1	22	23	124,966	76.7	21.2
Connecticut	..	..	8	8	44,418	25.0	3.8
Delaware	..	..	7	7	26,928	87.5	19.3
Florida	..	..	41	41	185,493	58.6	17.7
Georgia	..	..	56	56	253,601	71.8	23.6
Idaho	..	..	18	18	67,091	69.2	38.0
Illinois	..	1	144	145	732,245	69.7	12.6
Indiana	..	..	57	57	272,501	58.2	14.4
Iowa	..	..	65	65	295,008	73.0	27.2
Kansas	..	..	41	41	192,315	64.1	25.5
Kentucky	..	2	36	38	202,465	67.9	23.8
Louisiana	..	2	42	44	240,863	81.5	24.6
Maine	..	..	12	12	63,966	46.2	18.6
Maryland	..	1	15	16	78,291	66.7	7.2
Massachusetts	..	..	35	35	226,318	28.7	5.9
Michigan	..	7	77	84	461,818	67.2	13.4
Minnesota	..	2	58	60	292,293	76.9	21.0
Mississippi	..	3	34	37	189,660	77.1	43.8
Missouri	..	4	57	61	311,455	70.1	15.9
Montana	..	..	17	17	76,756	73.9	36.3
Nebraska	..	4	26	30	158,083	83.3	30.7
Nevada	..	..	4	4	21,974	80.0	50.8
New Hampshire	..	..	8	8	45,075	44.4	15.9
New Jersey	..	..	87	87	441,630	48.9	13.0
New Mexico	..	3	17	20	120,627	90.9	68.4
New York	..	..	110	110	522,960	54.2	4.7
North Carolina	..	6	45	51	270,571	67.1	27.8
North Dakota	..	..	7	7	40,302	58.3	30.5
Ohio	1	4	115	120	660,854	64.5	14.3
Oklahoma	2	..	48	52	274,175	70.3	31.2
Oregon	..	1	25	26	119,235	76.5	22.4
Pennsylvania	1	7	201	209	1,088,514	58.9	16.5
Rhode Island	..	..	4	4	26,416	21.1	4.0
South Carolina	..	1	38	39	180,129	78.0	38.6
South Dakota	..	3	12	15	83,083	78.9	52.6
Tennessee	..	2	45	47	225,865	82.5	22.0
Texas	..	6	142	148	728,055	75.5	25.0
Utah	..	1	19	20	89,463	80.0	34.1
Vermont	..	..	9	9	48,034	64.3	39.0
Virginia	..	1	25	26	124,647	49.1	13.2
Washington	..	..	20	20	84,036	50.0	9.1
West Virginia	..	..	30	30	132,293	66.7	24.8
Wisconsin	..	2	58	60	278,623	64.5	16.6
Wyoming	..	2	8	10	53,139	83.3	56.8
TOTAL	4	70	2,137	2,211	11,162,489	63.8	15.0

(SOURCE: Survey by Automobile Manufacturers Association)

See footnotes on opposite page.

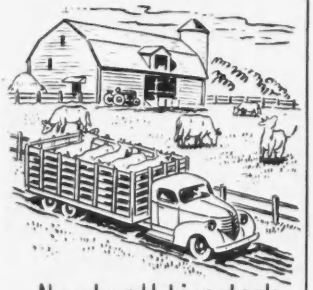
34 Large Cities Receive All Their Milk by Truck

CITY	Population*	Percent Received by Truck
Atlanta, Ga.	316,500	100
Akron, Ohio	275,000	100
Canton, Ohio	120,000	100
Chattanooga, Tenn.	140,000	100
Cincinnati, Ohio	460,000	100
Cleveland, Ohio	900,000	100
Dayton, Ohio	240,000	100
Des Moines, Iowa	168,500	100
Detroit, Mich.	1,750,000	100
Flint, Mich.	151,543	100
Fort Wayne, Ind.	125,000	100
Grand Rapids, Mich.	164,292	100
Hartford, Conn.	200,000	100
Indianapolis, Ind.	415,000	100
Kansas City, Mo.	431,113	100
Knoxville, Tenn.	114,900	100
Louisville, Ky.	384,348	100
Milwaukee, Wis.	602,000	100
Minneapolis, Minn.	510,000	100
Oakland, Cal.	354,750	100
Oklahoma City, Okla.	215,000	100
Omaha, Neb.	233,012	100
Peoria, Ill.	105,087	100
Portland, Ore.	375,400	100
Richmond, Va.	215,085	100
Sacramento, Cal.	111,000	100
San Diego, Cal.	333,000	100
Seattle, Wash.	450,000	100
St. Louis, Mo.	851,000	100
St. Paul, Minn.	295,848	100
Spokane, Wash.	135,000	100
Toledo, Ohio	290,349	100
Trenton, N. J.	126,000	100
Washington, D. C.	821,299	100
Baltimore, Md.	944,900	99
Los Angeles, Cal.	1,677,800	99
San Francisco, Cal.	714,800	99
Lowell, Mass.	104,000	98
Pittsburgh, Pa.	671,659	98
Springfield, Mass.	165,000	98
Worcester, Mass.	197,500	98
Fall River, Mass.	115,600	96
Providence, R. I.	253,504	90
Philadelphia, Pa.	2,124,467	84
Chicago, Ill.	3,496,971	67
New York City, N. Y.	7,573,000	64
Boston, Mass.	822,160	40

Survey by Automobile Manufacturers Association of Milk Producers Associations and other sources.

*"Sales Management", October 10, 1942; population estimates as of May 1, 1942.

MOTOR TRUCKS MOVE MOST OF LIVESTOCK FROM FARMS TO MARKETS



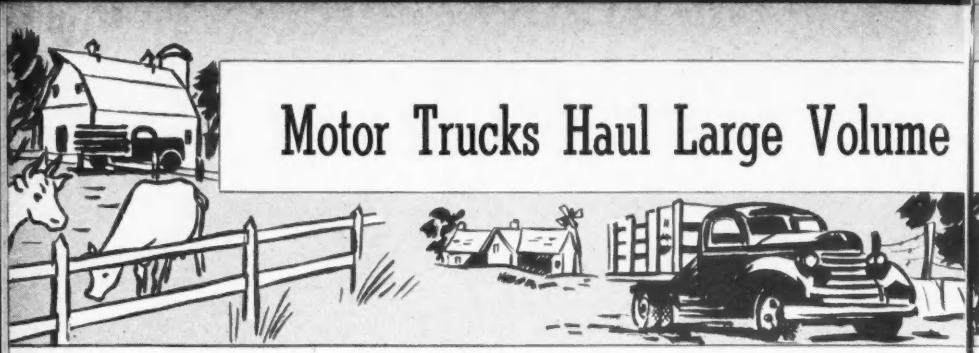
Nearly all Livestock Is Moved from Farms by Motor Truck

Percent of Cattle Hauled by Truck to and from Various Kinds of Intermediate Markets

Hogs, calves, sheep, and lambs are transported to market by truck in similar proportions.

Source: Chart is based on data "Marketing Livestock in the Corn Belt Region", a cooperative Research project by the Agricultural Experiment Stations in 14 midwestern States and the U.S. Dept. of Agriculture.

64 Percent Received by Truck at Terminal Public Markets



Motor Trucks Haul Large Volume o

56 Percent of Livestock Receipts at Stockyards Hauled by Truck

	Drive-Ins (000)	Total Receipts (000)	Percent Trucked	Drive-Ins (000)	Total Receipts (000)	Percent Trucked
	Cattle			**Sheep and Lambs**		
1935	7,645	14,986	51.0	6,619	25,567	25.9
1936	8,615	15,711	54.8	6,486	24,652	26.3
1937	8,002	15,135	52.9	6,640	24,979	26.6
1938	8,245	14,076	58.6	7,024	25,598	27.4
1939	8,587	13,896	61.8	6,939	23,817	29.1
1940	9,241	14,077	65.6	7,247	22,754	31.8
1941	10,491	15,228	68.9	7,754	22,817	34.0
1942	11,480	17,979	63.9	9,100	28,211	32.3
	Calves			**Horses and Mules**		
1935	3,621	6,618	54.7	170	537	31.7
1936	3,953	6,870	57.5	183	511	35.8
1937	4,194	7,286	57.6	169	443	38.2
1938	3,817	6,563	58.2	149	361	41.2
1939	3,982	6,560	60.7	143	284	50.4
1940	4,033	6,282	64.2	122	236	51.9
1941	4,132	6,128	67.4	106	215	49.0
1942	4,277	6,681	64.0	152	291	52.5
	Hogs			**Total Livestock**		
1935	11,940	19,562	61.0	29,994	67,270	44.6
1936	16,993	26,399	64.4	36,230	74,343	48.9
1937	14,931	22,666	65.9	33,936	70,509	48.1
1938	16,313	24,801	65.8	35,549	71,399	49.8
1939	19,095	27,974	68.3	38,741	72,532	53.4
1940	23,553	34,556	68.2	44,196	77,904	56.7
1941	21,607	30,659	70.5	44,090	75,047	58.7
1942	23,877	34,415	69.4	48,886	87,577	55.8

SOURCE: U.S. Department of Agriculture. Number of markets varies from 62 to 68.

89% of Live Poultry Receipts at Chicago Shipped by Truck

CARLOT EQUIVALENTS	NEW YORK CITY			CHICAGO		
	Truck	Rail Total	% Trucked	Truck	Rail Total	% Trucked
1935	3,157	5,525	36.4	3,462	512	87.1
1936	4,747	4,403	51.9	3,458	685	83.5
1937	5,624	3,860	59.3	3,420	600	85.1
1938	5,845	3,114	65.2	3,555	638	84.8
1939	4,995	2,652	65.3	4,076	599	87.2
1940	5,435	2,475	68.7	4,179	403	91.2
1941	5,376	1,655	76.5	4,278	343	92.6
1942	5,914	1,570	79.0	4,154	515	89.0

# of Farm Products to Market

1942 Truck Receipts of Milk, Cheese and Eggs Higher Than 1941

Fruits and Vegetables (Carlots)	HAULED BY TRUCK			
	Number		Percent	
	1941	1942	1941	1942
Boston	15,303	13,858	26.1	27.6
Chicago	21,348	17,033	32.5	25.8
Kansas City	5,149	4,040	32.9	26.7
Los Angeles	72,410	60,410	85.2	81.1
New Orleans	5,574	4,816	48.9	43.4
New York	75,065	69,879	38.2	39.0
Philadelphia	33,512	30,085	46.2	45.7
Pittsburgh	4,988	4,793	15.4	15.0
Oakland	—	7,854	—	71.7
St. Louis	6,977	5,886	26.8	23.4
San Francisco	17,256	16,536	69.2	66.5
Washington, D. C.	4,044	6,270	38.2	47.1
Butter (1000 lbs.)				
Boston	6,027	5,837	7.6	7.7
Chicago	148,770	134,114	53.8	54.3
Los Angeles	—	26,101	—	48.1
New York	39,521	41,713	15.7	19.0
Philadelphia	4,073	5,333	5.5	7.2
San Francisco	26,280	22,989	69.4	52.2
Milk (40 qt. units, thousands)				
Boston	2,603	2,876	40.5	40.2
New York	24,942	25,319	64.3	64.0
Philadelphia	7,631	7,872	85.7	84.3
Cream (40 qt. units, thousands)				
Boston	99	91	16.4	15.6
New York	657	587	42.3	41.8
Philadelphia	162	170	52.8	52.0
Cheese (1000 lbs.)				
Boston	1,747	2,171	11.1	13.2
Chicago	22,592	23,023	65.6	36.5
Los Angeles	—	7,273	—	34.1
New York	1,694	3,722	1.9	3.7
Eggs (1000 Cases)				
Boston	641	876	52.0	67.0
Chicago	3,260	3,461	64.8	66.3
Los Angeles	—	1,138	—	92.0
New York	1,967	2,272	32.6	39.1
Philadelphia	682	707	55.3	64.5
Dressed Poultry (1000 lbs.)				
Boston	13,110	11,944	19.0	18.2
Chicago	65,715	54,925	64.6	54.1
Los Angeles	—	10,433	—	37.1
New York	119,419	137,424	51.2	54.3
Philadelphia	—	6,260	—	20.2
San Francisco	8,149	9,520	55.9	33.5

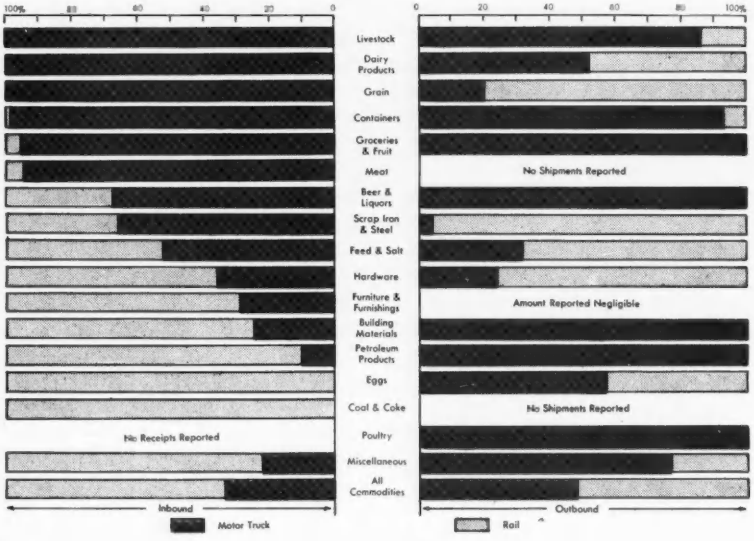
Source: U. S. Department of Agriculture.

Small Business Firms Ship Nearly Ha

Source: Transportation Surveys by State Agricultural Colleges Covering 1300 Firms in 15 Counties During One Week, from May to August, 1942

Survey Area	Inbound (Tons)			Outbound (Tons)		
	Rail	Truck	% Truck	Rail	Truck	% Truck
Martin Co., Minn.	1,820	875	32.5	1,421	1,266	47.1
Carroll Co., Mo.	301	619	67.3	138	634	82.2
Moniteau Co., Mo.	426	307	41.9	28	251	89.8
12 Counties, S. D.	2,420	2,681	52.5	1,198	587	32.9
Total	4,967	4,482	47.5	2,785	2,738	49.6

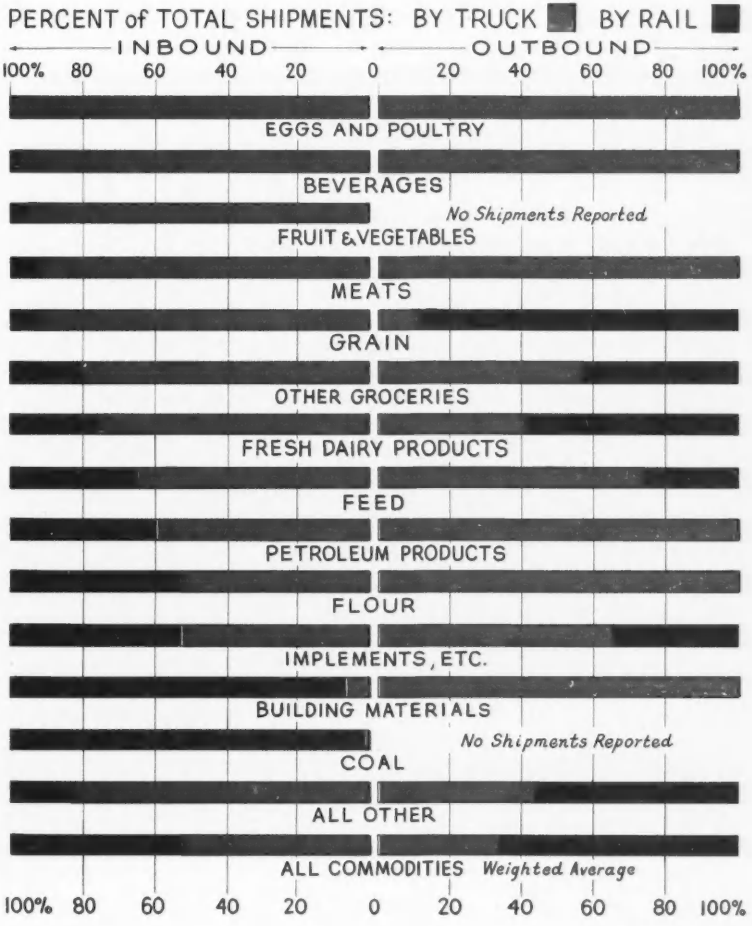
47 Percent of Products are Shipped by Truck in Martin Co., Minnesota



Source: Survey by the Agricultural College, University of Minnesota.

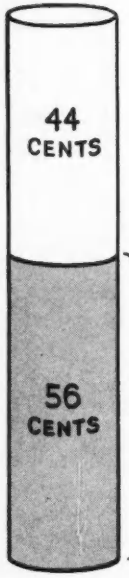
yHalf Their Freight by Motor Truck

Trucks Haul Half of Inbound and Third of Outbound Shipments in 12 South Dakota Counties



Source: Survey of 12 typical counties of South Dakota by the South Dakota State College

Automotive Industry's War Effort is Shared

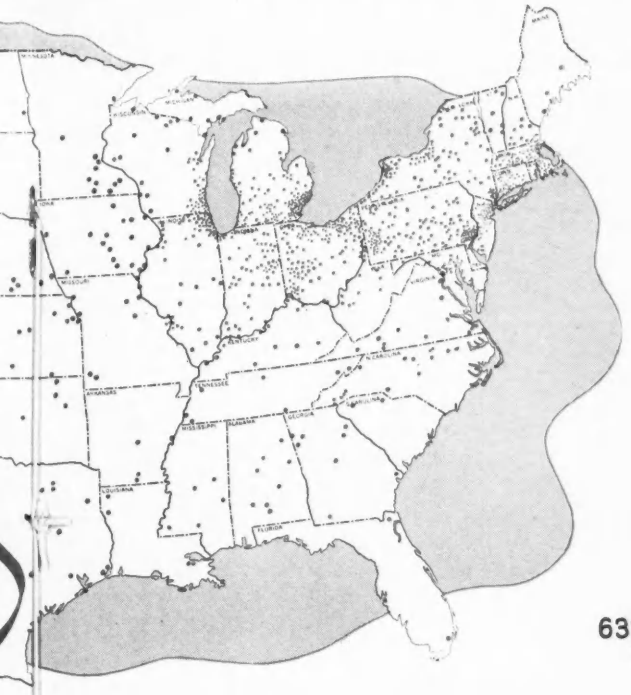


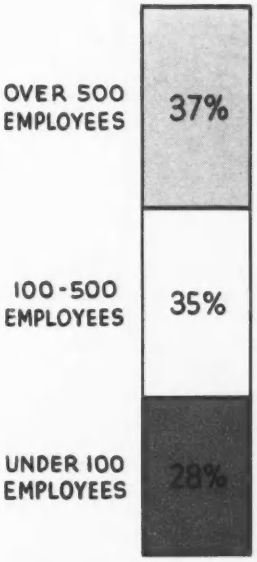
56 CENTS OF EVERY $1 RECEIVED GOES TO SUBCONTRACTORS AND VENDORS

Majority of Parts are Subcontra

War Products	Number of Parts	Parts Furnished by Subcontractors	
		Number	Percent
Gun	103	95	92
Tank	3,719	2,224	60
Machine Gun	292	127	43
Aerial Torpedo	5,112	4,999	98
Anti-Aircraft Gun	507	446	88
Aircraft Cannon	267	264	99
Aircraft Engine	972	591	61
Tank	4,537	3,268	72
Pontoon	296	205	69
Truck	1,653	1,127	68
Marine Engine	417	273	65
Marine Engine	516	333	65
Gun	484	291	60
Gun	466	231	50
Bomber Fuselage	11,542	5,881	51

ed by Subcontractors from Coast to Coast



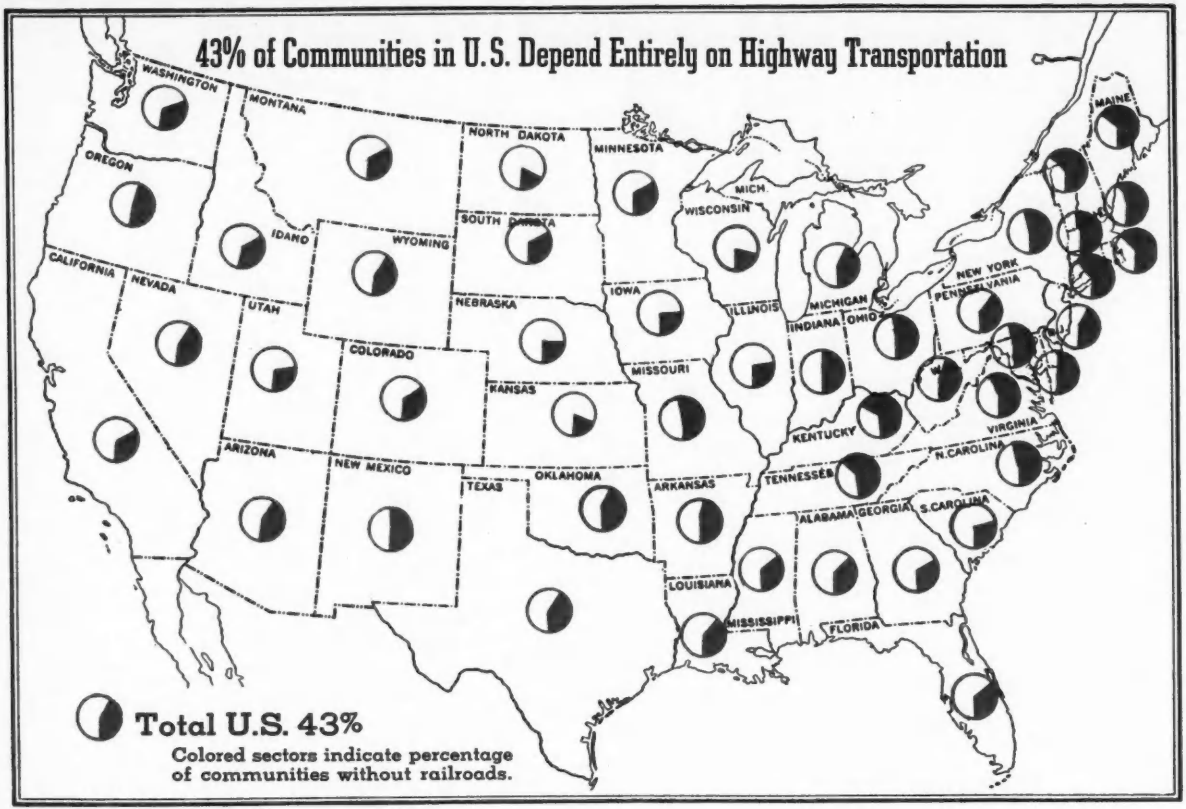


63% OF SUBCONTRACTORS EMPLOY LESS THAN 500 EMPLOYEES

ntracted in Typical War Products

War Products	Number of Parts	Parts Furnished by Subcontractors	
		Number	Percent
Smoke Screen Trailer	780	518	66
Restricted Item	563	308	55
Air Raid Siren	813	590	73
Aircraft Landing Gear	520	349	67
Marine Tractor	1,010	615	61
Restricted Item	28	5	18
Engine	403	268	67
Engine	95	84	88
Bomber Wing	3,621	1,530	42
Truck	3,448	2,656	77
Restricted Item	29	0	0
Gyro-Compass	406	303	75
Fire Service Trailer	1,076	776	72
Five Items*	5,205	4,825	93

*Jeeps, Ammunition, Powder Hoists, Shells, Trailers.


43% of Communities in U.S. Depend Entirely on Highway Transportation
WASHINGTON
MONTANA
NORTH DAKOTA
MINNESOTA
MAINE
OREGON
MICH.
WISCONSIN
IDAHO
WYOMING
SOUTH DAKOTA
CALIFORNIA
NEVADA
UTAH
NEBRASKA
IOWA
ILLINOIS
MICHIGAN
INDIANA
OHIO
NEW YORK
PENNSYLVANIA
COLORADO
MISSOURI
KANSAS
KENTUCKY
VIRGINIA
N.CAROLINA
ARIZONA
NEW MEXICO
TEXAS
OKLAHOMA
ARKANSAS
TENNESSEE
ALABAMA
GEORGIA
S.CAROLINA
LOUISIANA
MISSISSIPPI
FLORIDA
Total U.S. 43%
Colored sectors indicate percentage of communities without railroads.

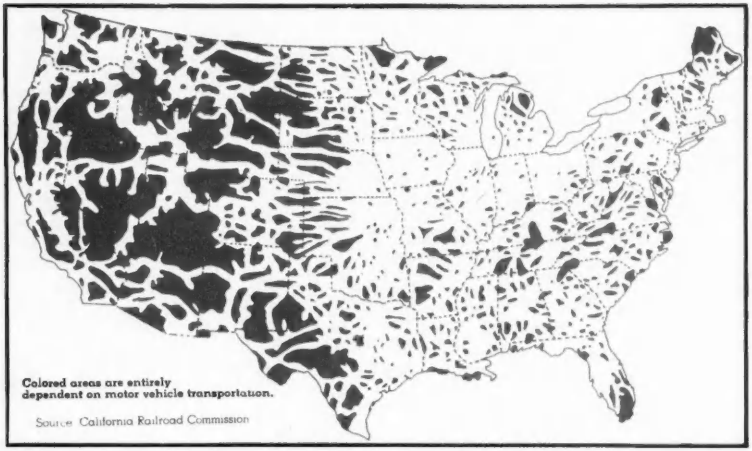
54,000 U.S. Communities Depend Entirely on Motor Vehicles

(1940 Analysis of Communities and Population Indicating Number Without Railroads)

	COMMUNITIES			POPULATION		
	Total Communities	Not served by RR Number	% of all	1940 Non-farm Population	Not served by RR Population	% of all
Ala.	2,847	1,166	41.0	1,494,297	147,206	9.9
Ariz.	901	383	42.5	385,239	37,515	9.7
Ark.	3,160	1,462	46.3	838,380	101,606	12.1
Calif.	5,533	1,868	33.8	*6,271,104	300,263	4.8
Colo.	2,461	882	35.8	871,604	54,099	6.2
Conn.	746	457	61.3	1,613,617	142,894	8.9
Del.	275	135	49.1	220,832	23,033	10.4
Fla.	2,600	912	35.1	*1,593,652	133,063	8.3
Ga.	3,216	1,176	36.6	1,759,757	128,383	7.3
Idaho	1,316	481	36.6	*323,742	31,560	9.7
Ill.	4,402	1,181	26.8	*6,931,473	129,022	1.9
Ind.	3,184	1,580	49.6	2,615,145	100,149	3.8
Iowa	2,232	587	26.3	1,621,500	36,707	2.3
Kans.	2,190	426	19.5	1,196,250	32,921	2.8
Ky.	4,494	2,962	65.9	*1,586,083	199,027	12.5
La.	2,982	1,179	39.5	1,513,498	74,216	4.9
Me.	1,880	1,175	62.5	681,776	187,585	27.5
Md.	1,976	1,069	54.1	1,578,184	137,959	8.7
Mass.	1,708	913	53.5	*4,226,069	287,268	6.8
Mich.	3,662	1,540	42.1	*4,390,932	162,519	3.7
Minn.	2,487	851	34.2	1,886,860	58,631	3.1
Miss.	2,486	869	35.0	783,902	60,529	7.7
Mo.	4,203	2,235	53.2	2,666,020	136,655	5.1
Mont.	1,658	580	35.0	383,749	32,358	8.4
Nebr.	1,348	337	25.0	820,387	13,610	1.7
Nev.	597	248	41.5	94,622	12,214	12.9
N. H.	728	419	57.6	429,775	56,866	13.2
N. J.	1,823	797	43.7	4,027,946	281,077	7.0
N. M.	1,166	599	51.4	354,704	104,867	29.6
N. Y.	5,347	2,883	53.9	*12,788,550	525,178	4.1
N. C.	3,544	1,895	53.5	*1,920,426	198,960	10.4
N. D.	1,071	197	18.4	314,437	7,754	2.5
Ohio	4,027	2,074	51.5	*5,841,955	497,911	8.5
Okla.	2,171	948	43.7	1,409,693	77,471	5.5
Ore.	1,945	941	48.4	833,401	62,244	7.5
Pa.	9,276	4,066	43.8	*8,997,115	835,435	9.3
R. I.	293	183	62.5	703,553	129,212	18.4
S. C.	1,903	556	29.2	986,492	85,933	8.7
S. D.	985	343	34.8	336,291	13,380	4.0
Tenn.	3,196	2,023	63.3	1,643,897	176,461	10.7
Texas	6,973	2,918	41.8	*4,260,066	316,699	7.4
Utah	1,192	380	31.9	455,958	83,010	18.2
Vt.	653	410	62.8	253,719	60,900	24.0
Va.	4,636	2,567	55.4	1,694,414	259,069	15.3
Wash.	2,613	874	33.4	*1,401,065	122,614	8.8
W. Va.	4,107	1,832	44.6	1,370,522	139,365	10.2
Wisc.	2,646	558	21.1	2,265,398	111,871	4.9
Wyo.	777	336	43.2	178,068	25,948	14.6
D. C.	1	0	0	663,091	0	0
Total	125,617	54,453	43.3	101,479,210	6,933,217	6.8

*Preliminary

Colored Areas Are 25 Miles or More from Railroad



Colored areas are entirely dependent on motor vehicle transportation.

Source: California Railroad Commission

"War Production is Dependent Upon an Economy Geared to Rubber"—Truman Committee

"Surveys of the automobile associations and the Government show that about 55 percent of the mileage driven each year is for necessary purposes and cannot be eliminated without placing burdens on our common carriers which they simply cannot carry. Necessary driving is defined in this instance as including all driving in connection with earning a living, getting groceries, driving children to school and back, and going to church. Of course, we may get to a point where people will simply have to walk, use makeshifts, or do without. But, if so the dislocation and loss of time inherent in doing without cars, will greatly hamper the war program itself. War production is dependent upon an economy geared to rubber.

"The hard fact facing the Office of Defense Transportation today is that private automobiles run about nine times more passenger miles per year than buses and railroads combined. If travel by passenger automobile were stopped altogether, buses and trains, already loaded close to capacity, could not take on more than a fraction of the extra load."

". . . The second hard fact is that many areas in the country are not serviced by any public means of transportation, and what is even more crucial, military considerations have dictated that many of the munitions and weapons of war are to be made in factories located well outside city limits and off the routes of the common carriers." (Page 37.)

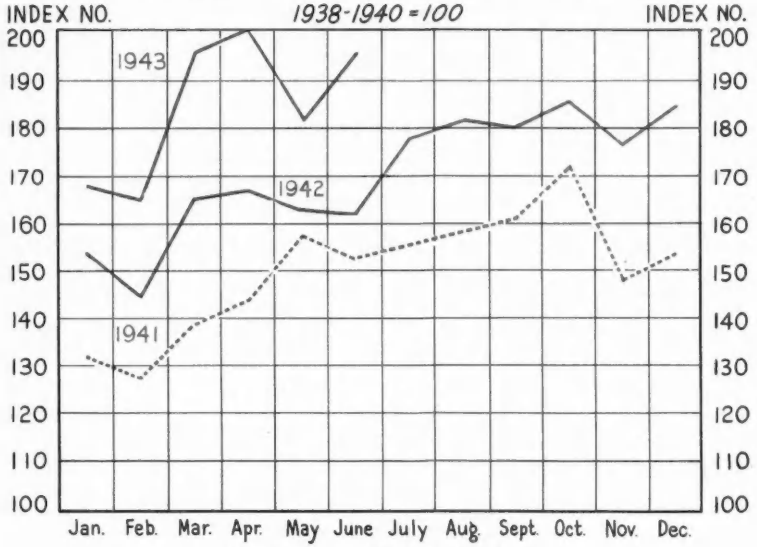
Excerpts from the "Second Annual Report of the Special Committee Investigating the War Program," Senate Res. 71.

Large Truck Fleets Owned by Shippers

	No. of Trucks	Semi-Tractors	Trailers	Cars
Bell Tel. Co's	22,100	...	5,500	5,775
Railway Express Agency	13,428	496	1,126	349
Standard Oil Co., N. J.	12,000	...	...	4,000
Nat'l D'ry Products Corp.	11,000	...	...	...
Standard Oil Co., Ind.	8,165	...	...	2,690
The Borden Co.	7,034	...	730	720
Socony-Vacuum Oil Co.	4,064	...	...	2,037
General Baking Co.	3,861	47	...	84
Hertz Drivurself Sta.	3,152	15	20	497
United Parcel Service	2,756	47	95	2
Swift & Co.	2,600	200	260	3,000
Ward Baking Co.	2,304	4	6	...
Armour & Co.	2,160	76	105	1,336
Purity Bakeries	2,118	26	26	21
Standard Brands, Inc.	2,120	8	11	412
Quality Bakers of Amer.	2,000	10	30	150
Kraft Cheese Co.	1,814	30	33	594
Middle West Service Co.	1,843	...	376	978
National Biscuit Co.	1,800	11	9	...
Associated Transp., Inc.	484	1,287	1,720	62
Pac. Gas & Elec. Co.	1,750	3	354	1,195
Shell Oil Co., Inc.	1,578	124	111	1,435
Jewel Tea Co., Inc.	1,675	...	...	96
Metrop. Distrib., Inc.	1,560	...	...	14
Sheffield Farms Co.	1,400	45	121	142
Bowman Dairy Co.	1,325	24	130	97
Standard Oil Co., Calif.	1,285	58	83	1,026
Gulf Oil Corp.	1,110	190	201	1,391
Sinclair Refining Co.	1,120	78	240	337
Shell Oil Co.	1,108	87	134	931
Omar, Inc.	1,183	8	7	54
Gen'l Ice Cream Corp.	1,177	6	9	192
Hathaway Bakeries, Inc.	1,176	...	21	12
Interstate Bakeries Corp.	1,109	24	33	6
Grand Union Co.	1,097	14	10	...
Firestone Tire & Rub. Co.	1,049	15	72	1,216
Atlantic Co.	1,000	1	...	200
Atlantic Refining Co	869	128	185	602
Safeway Stores, Inc.	493	487	617	...
Amer. Gas & Elec. Co.	947	...	...	992
Keeshin Freight Lines	281	655	969	26
Cons. Edison System	905	2	14	365
Pure Oil Co.	850	55	60	1,000
Union Oil Co.	865	40	183	182
Com. & South'n System	808	...	...	3,985
Gordon Baking Co.	760	37	...	8
Fairmont Creamery Co.	779	...	86	172
Nat'l Linen Serv. Corp.	765	...	...	32
Sun Oil Co.	503	248	275	500
Freihofer Baking Co.	708	5	5	13
Coca-Cola Bot'l'g Co., N. Y.	708	...	...	8
Cities Serv. Oil Co., Del.	643	44	50	332
Kroger Groc. & Bkg. Co.	190	476	710	20
American Bakeries Co.	650	10	10	20
Loose-Wiles Biscuit Co.	655	3	3	2
Goodyear Tr. & Rub. Co.	616	15	112	945
Pac. Gamble-Rob. Co.	616	...	81	79
B. F. Goodrich Co.	573	41	68	74
Ohio Oil Co.	574	22	174	483
D'rym'n's Lg. Coop. As.	571	19	37	235
Humble Oil & Ref'g Co.	575	12	168	769
Western Union Tel. Co.	580	...	...	320
The Cudahy Pack'g Co.	550	25	35	310
Golden State Co., Ltd.	569	5	13	16
Standard Oil Co., Ohio	407	162	177	367
Imperial Oil Ltd.	474	93	92	11
So. Calif. Edison Co.	565	...	196	450
Langendorf Un. Bak.	554	3	13	18
R. H. Macy & Co., Inc.	545	6	10	16
Consol. Laundr's Corp.	540	5	4	21
Brink's, Inc.	536	...	...	37
Phila. Electric Co.	523	3	11	323
American Ice Co.	512	10	14	2
Allied Stores Corp.	500	...	...	25
Tide Wtr. Assoc. Oil Co.	493	4	47	334
Equitable Auto Co.	477	4	115	465
Georgia Power Co.	470	3	107	613
Columbia Baking Co.	471	...	7	5
Drake Bakeries Inc.	461	...	...	16
Lever Bros. Co.	442	...	...	717
Sears Roebuck & Co.	349	88	149	46
E. I. duPont deNem. Co	390	33	129	438
F.&M. Schaefer Brg. Co.	404	17	30	124
P. Ballantine & Son	404	13	21	267
Wagner Baking Corp.	412	5	5	16
Helms Bakeries	407	...	8	7
Comm. Motor Frgt., Inc.	169	225	419	25
U. S. Tobacco Co.	371	...	4	77
Brooks Trans. Co., Inc.	263	106	96	12
So. Counties Gas Co.	363	1	10	179
Geo. A. Hormel & Co.	350	11	12	85
American Stores Co.	328	20	31	349
N. Y. Pwr. & Lgt. Corp.	324	2	87	83
Fischer Baking Co.	309	5	5	9
Richfield Oil Corp.	285	29	43	107
Postal Tel.-Cable Co.	311	...	192	24
City Ice & Fuel Co.	287	14	14	11
Southern Cotton Oil Co.	295	...	57	76
Burns Bros.	281	5	...	19
Hoffman Beverage Co.	266	13	24	171
St. Louis Dairy Co.	260	18	27	6
John F. Trommer, Inc.	264	13	26	10
L. Bamberger & Co.	276	4	10	5
Motor Haulage Co., Inc.	194	77	130	13
New England Trans. Co.	162	108	158	170
Continental Oil Co.	252	8	92	515
Consol. Rendering Co.	245	13	13	62
National Refining Co.	198	61	88	21
Fed. Water & Gas Corp.	250	...	...	310
Holland Furnace Co.	248	2	2	...
Cin. Gas & Elec. Co.	248	2	103	319
Marshall Field & Co.	241	9	30	16
Spaulding Bakeries	236	8	9	10
Atlanta Laundries, Inc.	241	2	2	2
Roadway Express, Inc.	83	153	164	5
CCC Highway, Inc.	42	192	498	...
Alf. Nickles Baky., Inc.	228	6	7	3
Petrol. Heat & Pwr. Co.	231	...	24	8
American Can. Co.	100	130	300	475
Donaldson Baking Co.	230	...	...	...
Huber & Huber Mtr. Exp.	96	120	124	3
Foremost Dairies, Inc.	207	5	5	11
So. Calif. Frgt. Lines	148	63	130	22
Gilmore Oil Co.	186	20	31	176
The Diamond Match Co.	168	37	50	56
Ohio Edison Co.	202	1	72	240
Stone's Express Inc.	180	23	55	...
Carolina Pwr. & Lgt. Co.	196	6	14	119
Western United Dry. Co.	189	12	18	20
General Foods Corp.	200	...	...	1,400

The shippers listed above operate 166,647 trucks, 7,236 tractors, 19,739 trailers and 52,083 cars. It is not a complete list of all fleets with more than 200 vehicles. Survey as of May, 1943 by Automobile Manufacturers Association.

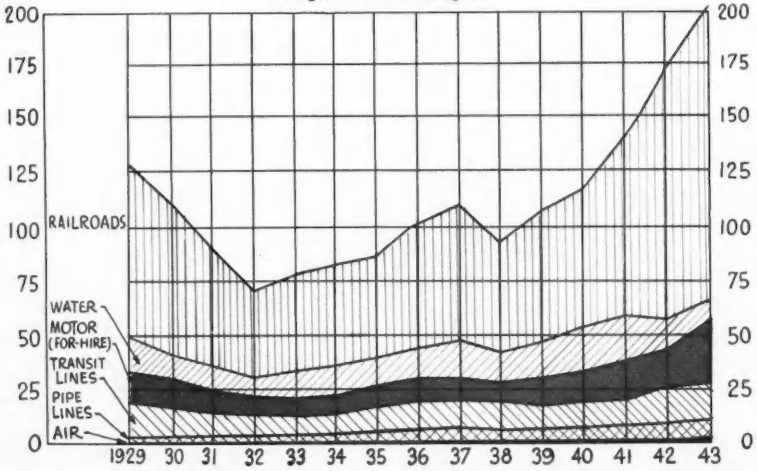
1943 Tonnage Hauled by For-Hire Trucks Gains



SOURCE: American Trucking Association.

Transportation Trends by Various Agencies

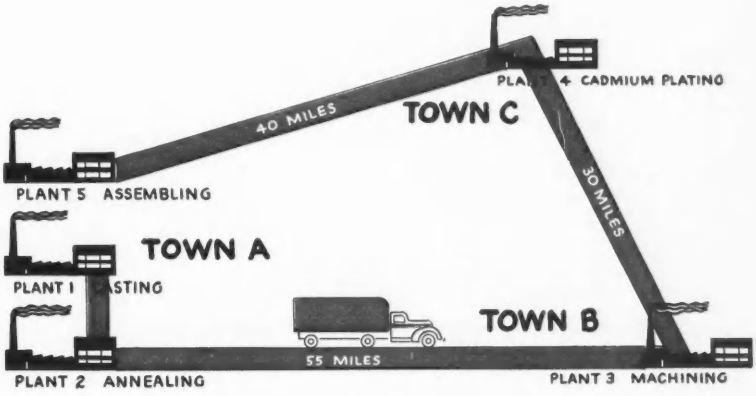
Freight and Passengers



SOURCE: Cleveland Trust Company Business Bulletin, using indexes developed by U. S. Dept. of Commerce.

War Assembly Line 125 Miles Long

Truck links five plants in three towns



By means of a truck, an automotive prime contractor in Michigan extended his assembly line 125 miles to include facilities of four subcontractors in three towns.

At a foundry (Plant 1) in town A, the truck picks up 20,000 small iron castings, hauls them to an annealing plant, (Plant 2) in the same town. Loaded with 20,000 annealed pieces, the truck drives 55 miles to Plant 3 in town B, where the parts are to be machined.

After unloading, the truck is loaded with 20,000 machined units for a 30 mile trip to Plant 4 in town C, where the parts are to be cadmium plated. Picking up a load of 20,000 finished pieces the truck returns 40 miles to town A. Here in the plant of the prime contractor (Plant 5), the pieces are used in the assembly of shells. Continuous operation of all five plants is dependent on the uninterrupted service of a truck.

Flexibility and Speed of Motor T

Typical Examples of Wartime Truck Services as Reported by

Aircraft Parts Producer, Bendix, N. J.—"In line with the recent ODT orders regulating truck operation, we have adopted a policy of only using long distance trucks when absolutely necessary. However, there are some points where the time element is so important to us that we feel we must use trucks just as long as we can possibly get the service:

1. We have subcontractors operating in North Tonawanda, N. Y., and Rochester, N. Y. Two of these manufacture a subassembly which is forwarded to us completely assembled into our unit. It is important that we get these sub-assemblies as soon as possible, for the reason that a shortage holds up our assembly line. We are using motor truck on this movement and are getting second morning delivery (less truckload) compared to fourth morning delivery via rail.
2. We have a movement of truck-load quantities of magnesium ingot from the — — company, Midland, Mich. We are getting third morning delivery via truck, compared to fourth and sometimes fifth morning via rail.
3. We receive a tremendous amount of steel from the Pittsburgh area. 95% of this moves via rail. However, when we need a particular alloy specification in a hurry, we route via motor truck. We receive second day delivery against fifth day via rail."

Aircraft Manufacturer, East Hartford, Conn.—"On certain material moving to us from distances up to nine hundred and eighteen miles, it is at this time imperative that we use trucks. I have checked rail services many times with various carriers and they cannot, in many instances, perform the services required to keep a smooth flow of supplies moving to our production lines."

Propeller Manufacturer, Toledo, O.—"We have one particular movement from our plant to a subsidiary plant, a distance of 500 miles. This movement is made for the simple reason that the machine doing the particular operation is broken down in our plant and the work must be sent to the subsidiary plant to be completed and reforwarded back to us.

"The time involved in the transportation of this material is a great factor. We use trucks in this haul because of the speed obtained by motor carrier in expediting delivery on this movement, both from our plant and back again. We obtain a 24-hour service from origin to destination via truck, and the same movement via rail is four days at best."

Aircraft Manufacturer, Detroit, Mich.—"Time, today, in the delivering of Aircraft parts is a very important factor. Our experience shows that the Overland Trucking Companies are the fastest and most reliable type of transportation now available.

"We have found that on shipments originating in Detroit, that responsible trucking concerns have been able to give us third morning delivery in eastern aircraft plants in New Jersey and Connecticut."

Aircraft Manufacturer, Paterson, N. J.—"We could write at length of the hundreds of times when we called for special truck service from points farther distant than 300 miles, an example being a twenty-hour run from Cleveland with aluminum ingots which eliminated the necessity of shutting down our foundry and closing our production lines, a feat impossible by any other transportation medium. We cannot do without this type of service and will appreciate your efforts to retain the speed and flexibility which now exists in the trucking industry."

Construction Company, Fort Worth, Texas—"We are engaged in construction of defense plants, and have been using the truck lines on practically all our LCL freight for the reason that time is a big element in construction of these defense industries. The truck lines' time in transit being far superior to any service the rails so far have been able to give compels us to use the truck service in order to meet this time element."

Trucks Keep War Plants Operating

by War Plants to the American Trucking Association

Factory Equipment Manufacturer, Houston, Texas—"This company is producing one hundred percent for the War Production Program and like others in the same category, our customers—powder plants, arsenals, high octane gasoline distillate plants, alcohol plants, chemical plants, synthetic rubber plants, etc.—are urgently in need of the equipment they have on order with us, and it naturally behooves the over-all program for us to ship by the quickest, safest, and most convenient way. Over a period of eleven years' operation, we have found that the common carrier motor freight lines give us and our customers far better service than any other shipping method known to us.

"Please be assured that we have no financial or personal interest in any transportation agency except for the service rendered. The reasons we ship the bulk of our freight by truck are as follows:

1. It has been our experience that we can obtain traffic information from the motor freight lines with less difficulty. This refers to such information as classification of freight, routing, and rates.
2. It has been our experience that pick up and delivery service by motor freight lines is much better.
3. Last, but the most important reason, is that motor freight common carriers transport our shipments to their destination in less time."

Machine Tool Manufacturer, Cincinnati, O.—"There is no railroad or combination of railroads in the United States that can take a machine from our plant and put it into Milwaukee overnight, and this trucking service was a lifesaver to this particular industry which was making war material."

Welding Equipment Manufacturer, Bay City, Mich.—"A number of items we manufacture require special processing at plants over 300 miles from Bay City. We have been getting over-night service to and from these plants by truck on approximately 250 tons of freight a month. By rail this would take a week or 10 days to move."

Tank Parts Manufacturer, Louisville, Ky.—"We are shipping small parts and sub-assemblies for light and medium tanks to the various tank manufacturers and to the tanks in the field. We have found truck transportation the most desirable due to the fact that we can save several days delivery time by shipping full truck loads direct to destination.

"We are furnishing thousands of parts for the —— company in Schenectady, N. Y. If we load a van Monday afternoon it is delivered in Schenectady to the customer early Wednesday morning.

"It is impossible for us to anticipate shipments and cover this delay. We cannot purchase raw materials for the fabrication of these parts until an order with the proper priority to purchase raw materials is on our desk. Several weeks are required to secure the raw materials. By this time the factories assembling the tanks are ready for our parts and they must be delivered to them with the least possible delay."

Transmissions and Gears Producer, New Haven, Conn.—"Our firm is engaged 100 percent in the manufacture of marine transmissions and reduction gear units used in motor torpedo boats, mine sweepers, sub chasers, landing boats and many other boats for army, navy and coast guard. Most of our finished units are shipped by truck, particularly to Cleveland and Detroit. . . . The pick-up is made with a 'through' truck and is on its way to Cleveland and Detroit within an hour, giving us second morning delivery in Cleveland and third morning delivery in Detroit direct from our platform to our customer's platform without change.

"Our entire set-up is such that we must clean our decks every night to make room for the next day's assembly and testing. Freight requires a mid-afternoon pick-up and three transfers and takes just twice as many days door to door. The trucking company brings back our empty packing cases with our shipping cradles, without breakage or delay. They also bring back complete units for hurry-up overhaul."

Operating and Financial Data on For-Hire Trucks

SOURCE: Interstate Commerce Commission; this table is not to be considered official statistics since some data have been partly estimated.

1941	INTERCITY Class I ①	INTERCITY Class II & III	INTERCITY Total	LOCAL Class I	LOCAL Class II & III	LOCAL Total	Grand Total ④
Carriers:							
Number	1,019	16,095	17,114	156	5,217	5,373	22,487
Percent	6.0	94.0	100.0	2.9	97.1	100.0	—
Power Units:							
Number	46,570	70,770	117,340	11,247	26,076	37,323	154,663
Percent	39.7	60.3	100.0	30.1	69.9	100.0	—
Trailers and Semitrailers:							
Number	36,771	26,245	63,016	5,055	4,347	9,402	72,418
Percent	58.4	41.6	100.0	53.7	46.3	100.0	—
Vehicle-miles:				②			
Number (000)	2,121,249	1,980,995	4,102,244	25,835	312,871	—	—
Percent	51.6	42.4	100.0	—	—	—	—
Tons Carried:				③			
Number	75,530,917	75,479,804	151,010,721	2,596,478	33,232,790	—	—
Percent	50.0	50.0	100.0	—	—	—	—
Revenue:							
Amount (000) $	533,915	360,267	894,183	60,262	102,223	162,486	1,056,670
Percent	59.7	40.3	100.0	37.1	62.9	100.0	—
Expenses:							
(000) $	508,053	341,742	849,795	57,098	94,526	151,625	1,001,420
Averages:							
Vehicle-miles per power unit	45,550	27,992	34,960	—	11,998	—	—
Tons carried per power unit	1,622	1,066	1,287	—	1,274	—	—
Revenue per power unit ($)	11,465	5,091	7,620	5,358	3,920	4,354	6,832
Revenue per carrier ($)	523,961	22,384	52,249	386,301	19,594	30,241	46,990
Revenue per ton ($)	7.069	4.773	5.921	—	3.076	—	—
Revenue per vehicle-mile (cts)	25.16	18.19	21.79	—	32.67	—	—

① Equipment data, vehicle-miles, and tons shown for class I intercity carriers do not reflect the local operations of such carriers. ② Intercity vehicle-miles only. ③ Intercity tons only. ④ Does not include local vehicle-miles of class I intercity carriers and includes only intercity vehicle-miles and tons of class I local carriers.

NOTE: (a) Data for class I carriers exclude those engaged in both property and passenger transportation.

(b) Includes data on leased vehicles.

(c) Shows tons carried, not tons originated, hence duplication results where freight is interchanged among two or more carriers.

Footnotes for table on page 43:

*As recommended by the Public Roads Administration and the American Association of Motor Vehicle Administrators.

TW—Tire Width; F—Formula. ①—Formula used—W = 700 (L plus 40), where W equals gross weight in pounds and L equals the distance in feet between the first and last axles of any group of two or more axles. ②—For-hire vehicles above minimum, privately owned vehicles below. ③—Not specified. ④—Special permit required. ⑤—Only buses permitted 35 feet. ⑥—Not permitted. ⑦—"Metropolitan areas"—11,000 lbs.; "Industrial areas"—9,000 lbs.; "Agricultural areas" and secondary highways—8,000 lbs. ⑧—Vehicles with axles less than 10 feet apart limited to 16,000 lbs. ⑨—Highway Commission authorized to increase maximum axle weight to 18,000 lbs from time to time. ⑩—"Metropolitan areas"—22,000 lbs.; "Industrial areas"—18,000 lbs.; "Agricultural areas" and secondary highways—16,000 lbs. ⑪—Permitted on certain highways.

Present State Motor Vehicle Size and Weight Restrictions Compared with War Emergency Minimum Standards*

X = at or above minimum. O = below minimum.

	Width 96 in.	Height 12½ ft.	Length Single 35 ft.	Length Tractor—Semi-Trailer 45 ft.	Length Combination 45 ft.	Weight—Wheel 9000 lbs. or 600 lbs. per inch tire width	Weight—Axle 18,000 lbs.	Gross Weight 40,000 lbs. or Formula ①
Ala.	X	X	X	X	⑥	X	X	X (F)
Ariz.	X	X	X	X	X	X	X	X
Ark.	X	X	X	X	X	O (TW)	X	X (F)
Calif.	X	X	X	X	X	X	X	X (F)
Colo.	X	X	X	O	X	X	X	X
Conn.	X	X	X	O	④	O (TW)	X	X
Del.	X	X	X	X	X	X (TW)	X	X
Fla.	X	②	X	X	X	O (TW)	②	X
Ga.	X	X	X	X	X	③	X	X (F)
Idaho	X	X	X	X	X	X	X	X
Ill.	X	X	X	O	O	X (TW)	O	X
Ind.	X	O	X	O	O	X	X	X (F)
Iowa	X	O	O	X	⑥	O	O	X (F)
Kan.	X	X	X	O	X	X	X	X (F)
Ky.	X	O	O	O	⑥	X (TW)	O	O ⑪
La.	X	X	X	X	X	X	X	X
Me.	X	X	X	O	O	X (TW)	⑧	X
Md.	X	③	X	X	X	X (TW)	X	X (F)
Mass.	X	X	⑤	O	③	X (TW)	X	X
Mich.	X	X	X	X	X	X (TW)	X	X (TW)
Minn.	X	X	X	X	X	X	X	X (F)
Miss.	X	X	X	O	X	X	X	O ⑪
Mo.	X	X	X	X	X	X (TW)	X	X (F)
Mont.	X	X	X	X	X	X	X	X (F)
Nebr.	X	X	X	O	X	X	X	X (F)
Nev.	X	X	X	X	X	X (TW)	X	X
N. H.	X	X	O	X	X	X (TW)	X	X
N. J.	X	X	X	X	X	X (TW)	X (TW)	X
N. M.	X	X	X	X	X	X	X	X (F)
N. Y.	X	X	X	X	X	X	X	X (F)
N. C.	X	X	X	X	X	X	X	X
N. D.	X	X	X	O	O	O (TW)	X	X
Ohio	X	X	X	X	X	X (TW)	X	X (F)
Okla.	X	X	X	X	X	X (TW)	X	X
Ore.	X	④	X	X	X	X	X	X (F)
Pa.	X	X	O	X	X	X (TW)	X	X
R. I.	X	X	X	X	X	X (TW)	X	X
S. C.	X	X	X	X	X	X	X	X (F)
S. D.	X	X	X	X	X	X	X	X (F)
Tenn.	X	O	O	O	O	③	O	O
Texas	X	X	X	X	X	X	X	O (F)
Utah	X	X	X	X	X	X	X	X (F)
Vt.	X	O	X	X	X	X (TW)	X	X
Va.	X	X	⑤	X	X	X (TW)	⑨	O
Wash.	X	X	X	X	X	O (TW)	X	X (F)
W. Va.	X	X	X	X	X	⑦	⑩	X (F)
Wis.	X	X	X	X	X	X	X	X
Wyo.	X	X	X	X	X	X	X	X (F)
D. C.	X	X	X	X	X	X (TW)	X	X

*Footnotes are shown at bottom of page 42.

SOURCE: Automotive Safety Foundation.

1,584,000 Miles of Surfaced Roads and Streets

	SURFACED MILEAGE				TOTAL MILEAGE			
	Rural Roads Under State Control	County and Local Rural Roads	Streets ①	Total Surfaced	Rural Roads Under State Control	County and Local Rural Roads	Streets ①	Total Mileage
Ala.	6,216	32,872	2,969	42,057	6,326	53,278	4,306	63,910
Ariz.	3,004	2,606	630	6,240	3,609	15,348	1,092	20,049
Ark.	8,404	11,397	2,809	22,610	8,955	43,690	4,609	57,254
Calif.	12,240	38,927	13,362	64,529	12,596	75,265	17,218	105,079
Colo.	9,846	5,803	2,809	18,458	11,880	62,769	3,537	78,186
Conn.	2,463	3,941	2,890	9,294	2,463	9,837	3,157	15,457
Del.	2,107	.....	337	2,444	3,863	.....	528	4,391
Fla.	6,679	7,640	6,958	21,277	7,494	27,399	9,999	44,892
Ga.	7,707	19,733	2,117	29,557	13,171	85,946	5,396	104,513
Idaho	3,930	10,130	1,201	15,261	4,734	24,339	1,536	30,609
Ill.	10,012	69,644	17,666	97,322	10,053	94,576	22,391	127,020
Ind.	9,311	60,012	8,915	78,238	9,332	70,717	9,935	89,984
Iowa	8,524	45,166	7,689	61,379	8,574	92,966	12,013	113,553
Kan.	8,786	23,991	4,614	37,391	9,368	119,031	7,214	135,613
Ky.	9,360	19,422	3,195	31,977	9,418	46,741	3,585	59,744
La.	14,651	4,299	2,347	21,297	17,690	22,064	3,688	43,442
Me.	8,669	1,337	757	10,763	8,836	12,875	1,080	22,791
Md.	4,214	6,102	1,986	12,302	4,214	12,272	2,173	18,659
Mass.	1,794	14,252	6,075	22,121	1,794	15,458	6,125	23,377
Mich.	7,873	50,625	8,892	67,390	8,396	83,898	11,745	104,039
Minn.	9,878	44,770	8,292	62,940	9,979	104,696	11,204	125,879
Miss.	5,792	25,401	3,018	34,211	5,801	54,406	3,788	63,995
Mo.	15,192	32,100	7,326	54,618	15,230	101,081	12,703	129,014
Mont.	5,647	9,401	921	15,969	6,403	56,191	2,200	64,794
Nebr.	8,419	16,888	3,667	28,974	8,762	91,842	4,997	105,601
Nev.	3,130	311	301	3,742	5,307	17,897	418	23,622
N. H.	3,490	3,585	966	8,041	3,493	7,952	979	12,424
N. J.	1,582	11,756	8,504	21,842	1,705	17,273	9,161	28,139
N. M.	6,478	1,115	708	8,301	9,123	48,791	1,253	59,167
N. Y.	12,748	45,620	13,015	71,383	14,074	71,795	17,358	103,227
N. C.	32,184	17	3,898	36,099	58,261	20	5,932	64,213
N. D.	6,174	17,450	678	24,302	7,155	107,328	865	115,348
Ohio	16,226	57,180	15,234	88,640	16,261	69,346	19,318	104,925
Okla.	7,912	8,134	3,664	19,710	8,626	92,018	7,644	108,288
Ore.	6,517	13,212	2,877	22,606	6,846	30,407	4,467	41,720
Pa.	30,929	16,365	13,562	60,856	37,649	49,324	16,929	103,902
R. I.	752	1,375	1,275	3,402	766	1,741	1,434	3,941
S. C.	6,849	7,065	1,206	15,120	9,990	35,860	2,947	48,797
S. D.	5,060	18,903	1,536	25,499	5,810	89,487	2,381	97,678
Tenn.	7,200	39,258	3,022	49,480	7,247	56,439	3,424	67,110
Texas	20,476	41,647	10,250	72,373	22,420	170,646	18,091	211,157
Utah	3,435	3,720	2,464	9,619	4,817	15,633	3,104	23,554
Vt.	1,727	6,068	650	8,445	1,727	11,816	674	14,217
Va.	32,609	714	2,664	35,987	46,171	786	3,999	50,956
Wash.	5,762	20,711	4,287	30,760	5,903	39,688	5,337	50,928
W. Va.	14,581	453	1,452	16,486	32,660	1,085	2,098	35,843
Wis.	9,203	59,026	7,772	76,001	9,203	73,786	8,128	91,117
Wyo.	3,793	1,245	627	5,665	4,035	20,031	875	24,941
D. C.	.....	.....	756	756	.....	.....	856	856
Total	429,535	931,389	222,810	1,583,734	528,160	2,405,834	303,891	3,237,885

① Including trans-city connections with rural roads.

NOTE: Excludes 70,000 miles of roads in state and national parks, forests, reservations, etc., of which total 12,000 miles are surfaced. Additional mileage of this type is included in the individual state totals given above.

SOURCE: U. S. Public Roads Administration.

58% of All Buses are in School Service

Number of Buses by Type of Service, Classified by States Where Vehicles are Garaged

	Total	Local	Intercity	School	Other
Alabama	3,245	249	223	2,736	37
Arizona	416	90	36	253	37
Arkansas	1,562	176	142	1,212	32
California	4,464	1,723	1,272	1,046	423
Colorado	1,024	133	121	737	33
Connecticut	1,415	1,029	96	275	15
Delaware	344	58	21	259	6
Florida	1,991	540	185	1,227	39
Georgia	3,145	424	236	2,411	74
Idaho	587	29	34	484	40
Illinois	3,251	1,718	524	899	110
Indiana	7,161	896	487	5,639	139
Iowa	2,386	860	56	1,914	156
Kansas	894	153	173	550	18
Kentucky	2,225	437	261	1,497	30
Louisiana	3,183	366	321	2,443	53
Maine	766	128	105	500	33
Maryland	1,509	353	158	857	141
Massachusetts	3,290	1,705	545	917	123
Michigan	4,994	2,720	309	1,747	218
Minnesota	2,309	328	283	1,669	29
Mississippi	3,745	160	176	3,371	38
Missouri	3,597	1,057	267	2,175	98
Montana	860	124	65	396	275
Nebraska	528	158	68	230	72
Nevada	105	7	23	65	10
New Hampshire	404	60	85	241	18
New Jersey	5,470	636	3,607	903	324
New Mexico	923	53	43	807	20
New York	10,188	5,782	846	3,232	328
North Carolina	6,468	562	527	5,265	114
North Dakota	141	29	20	90	2
Ohio	9,310	1,768	743	6,524	275
Oklahoma	3,160	298	219	2,610	33
Oregon	1,203	227	150	773	53
Pennsylvania	6,793	2,518	804	3,168	223
Rhode Island	429	201	77	124	27
South Carolina	1,816	219	118	1,446	33
South Dakota	349	34	38	270	7
Tennessee	2,672	606	362	1,660	44
Texas	8,087	1,628	817	5,449	193
Utah	701	176	32	395	98
Vermont	181	32	57	86	6
Virginia	3,721	805	395	2,391	130
Washington	2,883	655	387	1,622	219
West Virginia	1,353	299	275	736	43
Wisconsin	1,726	568	171	947	40
Wyoming	360	31	24	2 95	10
District of Columbia	1,149	899	151	4	95
Total	128,483	33,107	16,215	74,547	4,614
Percent	100	25.8	12.6	58.0	3.6
Private ownership	90,257	30,028	16,113	39,763	4,353
Public ownership	38,226	3,079	102	34,784	261

SOURCE: Truck and Bus Inventory, 1941, U. S. Public Roads Administration.

149,000 Motor Buses in United States

Classified by state of Registration

	SCHOOL BUSES		REVENUE BUSES					
			City		Intercity		Total*	
	1941	1942	1941	1942	1941	1942	1941	1942
Alabama	2,850	3,042	271	410	316	404	3,437	3,856
Arizona	539	410	112	127	39	177	690	714
Arkansas	1,831	1,881	119	144	121	175	2,071	2,200
California	2,200	2,200	2,298	2,719	1,184	1,344	5,682	6,263
Colorado	1,263	690	118	139	290	305	1,671	1,134
Connecticut	790	1,072	1,053	1,154	162	169	2,005	2,395
Delaware	244	245	44	41	24	21	312	307
Dist. of Columbia	12	10	875	1,229	54	57	941	1,296
Florida	1,417	1,417	520	607	332	315	2,269	2,339
Georgia	2,780	2,879	353	450	317	622	3,450	3,951
Idaho	665	612	34	52	56	121	755	785
Illinois	590	680	1,636	1,829	691	768	2,917	3,277
Indiana	7,003	6,231	592	626	514	536	8,109	7,393
Iowa	2,724	2,309	334	372	54	107	3,112	2,788
Kansas	350	422	188	314	254	366	792	1,102
Kentucky	1,612	1,502	386	426	472	756	2,470	2,684
Louisiana	2,698	2,552	298	367	397	753	3,393	3,672
Maine	645	645	87	144	197	344	929	1,133
Maryland	954	1,033	318	327	275	509	1,547	1,869
Massachusetts	1,600	1,600	2,238	2,515	801	778	4,639	4,893
Michigan	1,300	1,295	2,418	2,808	533	673	4,251	4,776
Minnesota	1,960	1,425	344	415	374	414	2,678	2,254
Mississippi	4,400	4,400	102	133	110	68	4,612	4,601
Missouri	1,943	1,943	1,541	1,792	466	665	3,950	4,400
Montana	471	468	32	36	115	152	618	656
Nebraska	300	300	138	172	358	335	796	807
Nevada	200	80	10	5	61	75	271	160
New Hampshire	777	426	81	81	71	141	929	648
New Jersey	1,561	1,561	4,646	4,981	740	854	6,947	7,396
New Mexico	991	872	23	23	64	79	1,078	974
New York	8,304	4,834	6,024	6,518	1,475	1,683	15,803	13,035
North Carolina	4,746	4,921	367	582	486	469	5,599	5,972
North Dakota	300	300	35	35	36	34	371	369
Ohio	6,844	6,844	1,597	1,875	729	923	9,170	9,642
Oklahoma	2,513	2,513	253	300	238	272	3,004	3,085
Oregon	935	928	171	363	350	294	1,456	1,585
Pennsylvania	4,390	3,560	2,301	2,699	1,613	1,817	8,304	8,076
Rhode Island	150	150	158	185	180	172	488	507
South Carolina	1,644	1,644	130	213	109	171	1,883	2,028
South Dakota	350	350	39	41	84	86	473	477
Tennessee	1,873	1,696	434	539	399	464	2,706	2,699
Texas	6,022	6,074	1,394	1,696	956	1,265	8,372	9,035
Utah	436	431	166	188	50	54	652	673
Vermont	175	175	45	40	82	116	302	331
Virginia	2,423	2,223	785	919	305	408	3,513	3,550
Washington	1,549	1,612	611	609	534	532	2,694	2,753
West Virginia	1,179	1,179	263	290	571	709	2,013	2,178
Wisconsin	2,200	1,200	473	591	220	215	2,893	2,006
Wyoming	695	332	23	31	45	72	763	435
Total of Above	93,398	85,168	36,478	42,152	17,904	21,839	147,780	149,159
Net Total							146,058	148,800

*In combining school buses and revenue buses operating over fixed routes a duplication results in that about 6,000 revenue buses are operated part-time as school buses. Also classification of sight-seeing and charter hire buses is not available by states, and hence not included in total of states.

SOURCE: "Bus Transportation"

24,406,000 Cars, 4,267,000 Trucks Registered Aug. 1, 1943

	PASSENGER CARS Registered to Aug. 1		Decrease		TRUCKS Registered to Aug. 1		Decrease	
	1943	1942	Units	Percent	1943	1942	Units	Percent
Ala.	281,161	292,501	11,340	3.9	63,049	63,654	605	0.4
Ariz.	102,477	107,855	5,378	5.0	25,330	25,060	+270	+1.1
Ark.	187,567	203,977	16,410	8.0	67,941	71,216	3,275	4.6
Calif.	2,290,985	2,416,232	125,247	5.1	327,283	329,486	2,203	0.6
Colo.	252,194	273,151	20,957	7.6	64,754	64,340	+414	+0.6
Conn.	399,760	438,321	38,561	8.8	51,192	51,525	333	0.6
Dela.	56,243	57,829	1,586	2.7	11,192	11,022	+170	+1.5
Fla.	364,659	406,900	42,241	10.4	81,884	79,948	+1,936	+2.4
Ga.	392,493	426,387	33,894	7.9	86,977	89,483	2,506	2.8
Idaho	105,428	113,423	7,995	7.0	31,828	30,558	+1,270	+7.1
Ill.	1,542,395	1,687,424	145,029	8.6	213,310	222,124	8,814	4.0
Ind.	626,578	652,685	26,107	4.0	87,747	90,460	2,713	3.0
Iowa	598,802	641,848	43,046	6.7	95,077	100,460	5,383	5.3
Kans.	456,464	470,439	13,975	2.9	111,281	110,004	+1,277	+1.1
Ky.	351,814	367,062	15,248	4.1	69,255	73,337	4,082	5.5
La.	317,082	325,337	8,255	2.5	67,967	72,617	4,650	6.4
Maine	132,252	148,975	16,723	11.2	39,598	40,766	1,168	2.9
Md.	360,529	375,766	15,237	4.5	54,030	53,463	+567	+1.0
Mass.	727,083	829,691	102,608	12.3	102,486	107,290	4,804	4.4
Mich.	1,386,746	1,472,695	85,949	5.8	146,674	145,651	+1,023	+0.7
Minn.	662,332	718,375	56,043	7.8	112,917	121,927	9,010	7.4
Miss.	182,135	190,507	8,372	4.4	59,045	58,807	+238	+0.4
Mo.	691,985	742,328	50,343	6.8	137,735	148,040	10,305	7.0
Mont.	111,574	123,381	11,807	9.5	43,017	44,009	992	2.2
Nebr.	258,800	275,400	16,600	6.0	55,500	56,800	1,300	2.3
Nev.	37,164	37,862	698	1.8	8,650	9,247	597	6.4
N. H.	78,519	92,423	13,904	15.0	22,052	23,679	1,627	6.8
N. J.	801,005	911,572	110,567	12.1	110,830	115,894	5,064	4.5
N. M.	72,990	80,113	7,123	8.8	25,812	25,221	+591	+2.3
N. Y.	1,737,160	2,089,129	351,969	16.8	273,323	286,526	13,203	4.6
N. C.	490,295	532,257	41,962	7.9	129,000	129,395	395	0.3
N. D.	128,499	135,585	7,086	5.2	40,188	38,692	+1,496	+3.8
Ohio	1,661,717	1,731,192	69,475	4.0	172,265	177,701	5,436	3.0
Okla.	389,472	427,168	37,696	8.8	97,086	103,285	6,199	6.0
Ore.	326,688	334,239	7,551	2.2	75,107	74,198	+909	+1.2
Pa.	1,613,517	1,804,823	191,306	10.6	247,530	254,829	7,299	2.8
R. I.	140,202	157,776	17,574	11.1	20,520	21,423	903	4.2
S. C.	272,283	290,162	17,879	6.1	47,023	46,889	+134	+0.3
S. D.	141,017	154,270	13,253	8.6	33,585	34,856	1,271	3.6
Tenn.	386,568	415,971	29,403	7.0	73,844	79,892	6,048	7.5
Texas	1,174,718	1,216,507	41,789	3.4	262,371	268,861	6,490	2.4
Utah	121,713	115,432	+6,281	+5.4	24,867	23,318	+1,549	+6.6
Vt.	65,132	73,751	8,619	11.7	9,129	9,169	40	0.4
Va.	398,843	428,051	29,208	6.8	75,881	77,811	1,930	2.5
Wash.	486,779	499,333	12,554	2.5	90,588	89,316	+1,272	+1.4
W. Va.	174,163	202,106	27,943	13.8	41,717	43,247	1,530	3.5
Wis.	703,637	756,739	53,102	7.0	138,499	154,367	15,868	10.3
Wyo.	58,362	61,768	3,406	5.5	18,415	18,703	288	1.5
D. C.	106,606	130,734	24,128	18.5	21,984	20,596	+1,388	+6.7
TOTALS	24,406,587	26,437,452	2,030,865	7.7	4,267,335	4,389,162	121,827	2.8

Motor Vehicle Registrations, 1895 - 1942

(Figures as of December 31st from Public Roads Administration)

	PASSENGER CARS		MOTOR TRUCKS		TOTAL MOTOR VEHICLES	
	Number	Percent Change	Number	Percent Change	Number	Percent Change
1895	4	....	.....	....	4	....
1896	16	....	.....	....	16	....
1897	90	....	.....	....	90	....
1898	800	....	.....	....	800	....
1899	3,200	....	.....	....	3,200	....
1900	8,000	....	.....	....	8,000	....
1901	14,800	+85	.....	....	14,800	+85
1902	23,000	+55	.....	....	23,000	+55
1903	32,920	+43	.....	....	32,920	+43
1904	54,590	+66	700	....	55,290	+68
1905	77,400	+42	1,400	+100	78,800	+43
1906	105,900	+37	2,200	+57	108,100	+37
1907	140,300	+33	2,900	+32	143,200	+32
1908	194,400	+38	4,000	+38	198,400	+38
1909	305,950	+57	6,050	+51	312,000	+57
1910	458,500	+50	10,000	+65	468,500	+50
1911	619,500	+35	20,000	+100	639,500	+36
1912	902,600	+46	41,400	+107	944,000	+48
1913	1,194,262	+32	63,800	+54	1,258,062	+33
1914	1,625,739	+36	85,600	+34	1,711,339	+36
1915	2,309,666	+42	136,000	+59	2,445,666	+43
1916	3,297,996	+43	215,000	+58	3,512,996	+44
1917	4,657,340	+42	326,000	+52	4,983,340	+42
1918	5,621,617	+21	525,000	+61	6,146,617	+23
1919	6,771,074	+21	794,372	+51	7,565,446	+23
1920	8,225,859	+22	1,006,082	+27	9,231,941	+22
1921	9,346,195	+14	1,117,100	+11	10,463,295	+13
1922	10,862,650	+16	1,375,725	+23	12,238,375	+17
1923	13,479,608	+24	1,612,569	+17	15,092,177	+23
1924	15,460,649	+15	2,134,724	+32	17,595,373	+17
1925	17,496,420	+13	2,440,854	+14	19,937,274	+13
1926	19,237,171	+10	2,764,222	+13	22,001,393	+10
1927	20,219,224	+ 5	2,914,019	+ 5	23,133,243	+ 5
1928	21,379,125	+ 6	3,113,999	+ 7	24,493,124	+ 6
1929	23,121,589	+ 8	3,379,854	+ 8	26,501,443	+ 8
1930	23,059,262	−0.3	3,486,019	+3.1	26,545,281	+0.2
1931	22,366,313	−3.0	3,466,571	−0.6	25,832,884	−2.5
1932	20,885,814	−6.6	3,229,315	−6.8	24,115,129	−6.7
1933	20,643,564	−1.2	3,230,668	+0.4	23,874,232	−1.0
1934	21,532,406	+4.4	3,419,254	+5.9	24,951,662	+4.6
1935	22,562,847	+4.9	3,664,429	+7.2	26,227,276	+5.1
1936	24,178,211	+7.1	3,987,339	+8.9	28,165,550	+7.3
1937	25,449,924	+5.4	4,255,296	+6.9	29,705,220	+5.5
1938	25,261,649	−0.7	4,224,031	−0.7	29,485,680	−0.7
1939	26,201,395	+3.7	4,413,692	+4.5	30,615,087	+3.8
1940	27,434,979	+4.7	4,590,386	+4.0	32,025,365	+4.6
1941	29,507,113	+7.6	4,876,054	+6.2	34,383,167	+7.4
1942	27,974,156	−5.2	4,608,086	−5.5	32,582,242	−5.3

Tax-Exempt Publicly-Owned Vehicles Not Included in Above Registrations ②

	Passenger Cars	Trucks	Not Classified	Total
1937	76,349	195,111	64,612	336,072
1938	91,192	208,382	67,656	367,230
1939	87,088	228,428	79,267	394,783
1940	101,593	248,678	77,225	427,496
1941*	105,618	210,150	66,061	381,829
1942*	141,377	278,981	.....	420,358

①—Buses included with passenger cars in all except 5 or 6 states. Taxicabs are included with passenger cars.

②—Some states require government-owned vehicles to pay registration fees same as privately-owned vehicles. In such states the government-owned vehicles are included among the regular registrations in above table. *Excludes military vehicles.

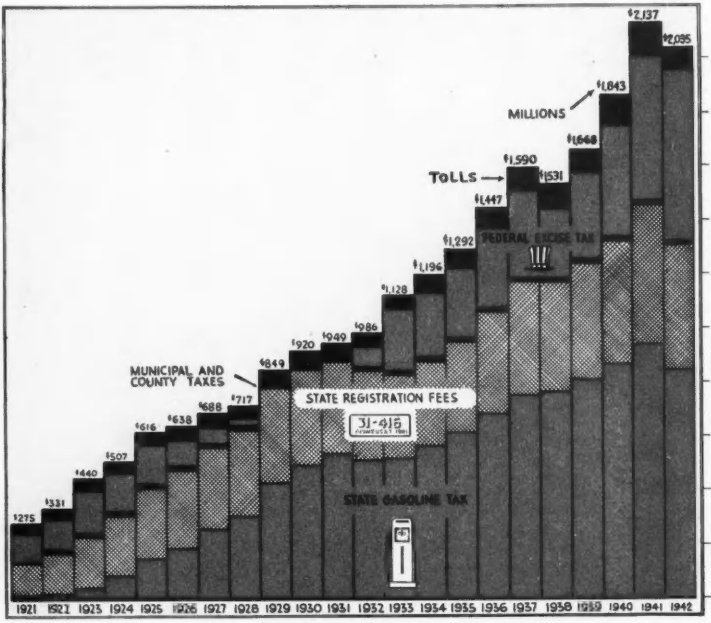
Car and Truck Registrations by States

(Figures from U. S. Public Roads Administration as of December 31st)

States	Passenger Cars [1]		Motor Trucks		Commercial Buses [1]		Total Motor Vehicles
	1941	1942	1941	1942	1941	1942	1942
Alabama	330,727	289,181	74,706	64,584	4,273	4,969	358,734
Arizona	117,377	113,438	28,689	27,172	335	395	141,005
Arkansas	212,522	212,998	77,191	75,286	536	769	289,053
California	2,614,106	2,574,495	343,853	327,689	4,263	4,817	2,907,001
Colorado	306,182	296,400	60,366	62,200	1,220	1,260	359,860
Connecticut	470,566	483,387 [2]	79,256	65,644 [2]	1,279	1,592	550,623
Delaware	64,662	55,415	11,828	10,758	352	350	66,523
Florida	458,687	418,161	85,238	80,919	1,781	2,349	501,429
Georgia	460,787	443,705	95,063	91,942	3,134	3,242	535,889
Idaho	134,473	121,852	36,419	35,070	139	184	157,106
Illinois	1,823,884	1,746,717	222,222	220,607	2,699	3,000	1,970,324
Indiana	928,399	898,358	144,088	138,648	6,467	7,516	1,044,522
Iowa	714,608	656,910	110,004	103,487	500	475	760,872
Kansas	503,921	504,311	113,312	114,808	660	810	619,929
Kentucky	414,845	382,896	81,663	77,436	919	1,177	461,509
Louisiana	344,947	335,576	82,370	73,638	3,390	3,338	412,552
Maine	176,321	157,630	45,748 [3]	42,074 [3]	298	440	200,144
Maryland	428,764	426,277	64,204	62,580	1,173	1,402	490,259
Massachusetts	845,874	798,426	110,650	107,868	5,115	5,489	911,783
Michigan	1,543,255	1,453,040 [4]	161,365	142,387 [4]	990	5,000	1,600,427
Minnesota	772,708	721,219	129,710	123,125	624	732	845,076
Mississippi	220,807	184,453	71,060	61,744	1,858	2,139	248,336
Missouri	820,080	794,846	161,468	155,769	3,078	3,573	954,188
Montana	147,256	128,656	51,126	45,796	350	775	175,227
Nebraska	354,276	346,515	68,460	70,326	322	508	417,349
Nevada	38,480	40,225	9,524	10,037	156	144	50,406
New Hampshire	109,971	96,280	32,118	31,099	315	454	127,833
New Jersey	1,019,155	961,929	141,329	140,928	5,432	6,055	1,108,912
New Mexico	97,127	86,073	30,806	28,559	1,278	1,284	115,916
New York	2,510,169	2,256,664	340,863	319,990	8,897	9,384	2,586,038
North Carolina	562,017	531,284	98,422	95,822	1,340	1,861	628,967
North Dakota	151,977	142,104	40,788	41,935	130	147	184,186
Ohio	1,800,000	1,866,278	194,200	193,325	1,800	3,141	2,062,744
Oklahoma	476,566	434,489	112,459	109,586	2,797	3,323	547,398
Oregon	353,213	341,367	75,538 [5]	75,217 [5]	689	982	417,566
Pennsylvania	2,010,117	1,887,446	268,663	263,407	6,303	4,656	2,155,509
Rhode Island	177,780	166,623	20,585	20,823	501	619	188,065
South Carolina	334,884	279,012	53,097	49,350	1,517	2,123	330,485
South Dakota	167,655	154,351	35,079	34,856	141	156	189,363
Tennessee	424,911	388,028	81,022 [5]	74,285 [5]	3,050	3,750	466,063
Texas	1,440,996	1,316,479 [7]	369,103	297,912 [7]	1,002	1,504	1,615,895
Utah	125,633	128,564	24,229	24,940	631	603	154,107
Vermont	87,048 [6]	78,866 [6]	10,327 [6]	9,487 [6]	111	143	88,496
Virginia	482,838	461,249	85,979	85,218	750	1,525	547,992
Washington	520,599	514,662	94,772	93,517	1,659	2,130	610,309
West Virginia	279,700	245,669	55,301	49,476	839	1,091	296,236
Wisconsin	807,810	736,004	159,786	144,684	916	899	881,587
Wyoming	71,017	66,516	20,302	20,134	140	136	86,786
Dist. of Col.	158,616	143,722	13,803	11,942	1,651	2,999	158,663
Totals	29,418,313	27,868,746	4,876,054	4,608,086	88,800	105,410	32,582,242

[1]—Figures given represent commercial buses in most states although contract school buses are included in a few states. Other types of buses in most states are not segregated from passenger cars. [2]—"Combination" registrations, formerly included with trucks, have been segregated between automobiles and trucks. [3]—Includes freight trailers. [4]—Taxicabs included with trucks; in other states taxicabs are included with passenger cars. [5]—Trailers included with trucks. [6]—Trucks under 1,500 pounds capacity included with passenger cars. [7]—Commercial passenger cars, formerly registered as trucks, in 1942 were registered as passenger cars.

1942 Motor Vehicle Taxes $2,034,000,000



	State Gross Registration Receipts ①	State Gasoline Tax (Net) ①	Municipal and County Taxes ②	Federal Excise Taxes ③	Tolls ②	Total
1925	$260,619,621	$148,358,087	$13,684,000	$145,295,784	$48,316,000	$616,273,492
1926	288,282,352	187,603,231	14,655,000	96,386,767	51,345,000	638,272,350
1927	301,061,132	258,838,813	15,343,000	60,473,708	52,657,000	688,373,653
1928	322,630,025	304,871,766	15,990,000	20,386,176	53,010,000	716,887,967
1929	347,843,543	431,311,519	16,392,000	.....	53,608,000	849,155,062
1930	355,704,860	493,865,117	16,555,000	.....	53,445,000	919,569,977
1931	344,337,654	536,397,458	15,742,000		52,258,000	948,735,112
1932	330,005,109 ④	513,047,239	15,861,000	75,006,210	52,521,000	986,440,558
1933	310,100,884	518,195,712	16,000,000	229,631,826	54,000,000	1,127,928,422
1934	316,662,000	565,027,000	16,000,000	235,140,802	64,000,000	1,196,829,802
1935	335,375,000	616,851,671	16,000,000	256,097,573	67,600,000	1,291,924,244
1936	374,920,000	686,631,000	16,000,000	295,919,324	73,400,000	1,446,870,324
1937	415,829,000	756,930,000	16,000,000	323,478,737	78,200,000	1,590,437,737
1938	405,246,000	766,853,000	16,000,000	265,125,045	78,700,000	1,531,924,045
1939	430,549,000	816,433,000	16,000,000	317,567,000	87,400,000	1,667,949,000
1940	457,091,000	864,472,000	16,000,000	409,185,000	96,100,000	1,842,848,000
1941	511,242,000	950,986,000	16,000,000	562,962,000	96,100,000	2,137,260,000
1942	470,864,000	839,457,000	16,000,000	626,327,000 ⑤	82,100,000	2,034,748,000

These are taxes on the motor vehicle owners. Income and property taxes on motor vehicle, body, parts and tire factories, garages, dealers, repair shops, terminals and truck, taxicab and bus operating companies are not included.

①—U. S. Public Roads Administration. ②—Estimated by Automobile Manufacturers Association based on "The Taxation of Motor Vehicles in 1932" by the U. S. Public Roads Administration, and other special surveys. Data prior to 1934 include personal property taxes. Data for 1934 and following years do not include personal property taxes. ③—U. S. Bureau of Internal Revenue. Includes only 90% (i.e., motor vehicle portion) of Federal excise tax collections on gasoline and 52% (motor vehicle share) of lubricating oil. 1925 and 1926 include excise on for-hire vehicles. ④—Includes special motor carrier taxes from 1932 to date. ⑤—Includes $210,158,000 motor vehicle use tax.

State Motor Vehicle Fees and Gasoline Taxes

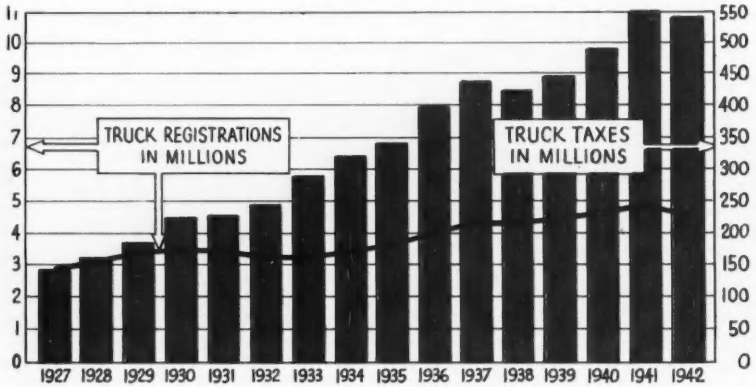
(Figures from United States Public Roads Administration)

In Thousands of Dollars

	Gasoline Taxes			Registration Fees Including Special Motor Carrier Taxes		
	1940	1941	1942	1940	1941	1942
Alabama	$ 15,470	$ 18,323	$ 18,360	$ 4,876	$ 6,853	$ 6,266
Arizona	4,767	5,361	5,260	1,410	1,577	1,632
Arkansas	11,312	13,100	12,658	3,402	3,939	4,139
California	51,960	58,076	53,912	31,069	35,815	34,402
Colorado	8,291	8,833	8,168	3,581	3,812	4,015
Connecticut	11,032	11,758	9,343	7,705	8,586	8,330
Delaware	2,322	2,501	2,028	1,252	1,456	1,259
Florida	26,929	29,832	23,402	8,363	9,890	10,942
Georgia	22,809	26,049	21,585	2,864	3,061	3,007
Idaho	4,822	5,231	4,721	1,465	1,615	1,415
Illinois	41,360	44,762	39,734	24,760	26,567	26,834
Indiana	25,494	28,518	25,897	12,068	13,040	11,150
Iowa	14,592	15,338	13,777	13,399	14,646	13,760
Kansas	10,402	11,234	10,216	5,429	6,372	5,960
Kentucky	14,713	16,175	14,284	5,866	6,517	5,173
Louisiana	18,584	21,425	19,552	5,505	3,635	3,577
Maine	5,940	6,657	5,119	4,181	4,456	4,106
Maryland	11,448	13,070	11,313	6,698	7,830	6,300
Massachusetts	21,401	22,488	16,627	7,471	8,043	7,417
Michigan	32,466	35,585	31,615	24,616	27,787	25,285
Minnesota	18,345	18,870	18,846	10,348	19,577 ①	9,860
Mississippi	11,931	13,753	12,650	3,174	3,672	3,303
Missouri	13,301	14,277	12,670	11,616	12,655	11,767
Montana	5,068	5,467	4,749	1,781	1,863	1,618
Nebraska	11,742	12,268	11,661	2,876	3,227	2,936
Nevada	1,485	1,683	1,671	577	722	795
New Hampshire	3,616	3,715	2,891	3,055	3,295	2,925
New Jersey	24,226	26,221	21,631	22,662	24,453	22,576
New Mexico	4,676	5,076	4,362	2,218	2,485	2,196
New York	73,055	74,458	58,657	55,980	54,004	49,095
North Carolina	26,274	30,649	24,293	8,571	10,361	10,272
North Dakota	3,351	3,515	3,226	1,703	2,071	1,982
Ohio	50,789	58,113	52,911	30,974	34,106	32,176
Oklahoma	14,771	18,661	19,142	6,639	7,115	9,111
Oregon	11,359	13,029	11,934	4,703	6,080	5,584
Pennsylvania	62,487	64,867	55,883	38,896	41,333	37,960
Rhode Island	3,941	4,272	3,404	3,227	3,438	3,269
South Carolina	13,622	15,817	13,053	2,372	3,045	2,535
South Dakota	4,453	4,559	4,378	2,227	2,348	2,256
Tennessee	21,112	24,190	23,509	5,381	7,198	6,136
Texas	47,518	52,747	48,365	22,545	26,848	26,380
Utah	4,055	4,432	4,249	1,227	1,335	1,317
Vermont	2,781	2,930	2,256	2,625	2,750	2,491
Virginia	19,404	22,916	19,472	7,522	8,854	8,942
Washington	17,172	19,321	18,327	3,902	5,653	4,381
West Virginia	10,680	11,553	9,996	6,649	7,320	5,972
Wisconsin	21,150	22,737	20,991	14,767	16,703	14,984
Wyoming	2,772	3,065	2,479	895	981	1,004
Dist. of Columbia	3,222	3,479	4,230	1,999	2,253	2,072
Total	$864,472	$950,956	$839,457	$457,091	$511,242	$470,864

①—Large increase due to law requiring 1942 licenses before November 15 1941.

1942 Special Truck Taxes Exceed Half Billion Dollars



Special Taxes per Truck Average $117

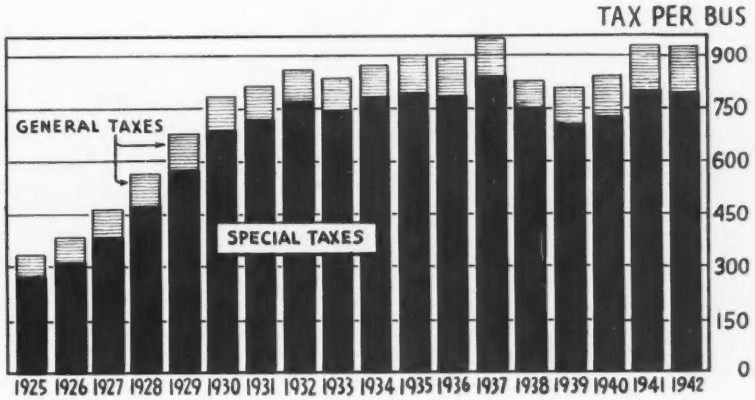
Personal property taxes on trucks in operation, income and property taxes on garages, terminals, repair shops, and trucking companies are not included.

In Thousands of Dollars

	Registration Fees (State)	Motor Carrier and Trailer Fees (State)	Gasoline Tax (State)	Federal Excise Taxes	Special City & County Taxes①	Bridge, Tunnels, Ferry Tolls②	Total Special Taxes	Average Per Truck Registered
1927	$64,691	$1,005	$75,108	.....	$3,050	N. A.	$143,854	$49.37
1928	69,400	1,402	87,161	.....	3,250	N. A.	161,213	51.77
1929	72,823	1,607	108,506	.....	3,450	N. A.	186,386	55.15
1930	78,789	1,955	138,055	.....	3,650	N. A.	222,449	63.81
1931	76,616	2,758	144,756	.....	3,850	N. A.	227,980	65.77
1932	74,046	8,577③	139,376	$19,510	4,050	N. A.	245,559	76.04
1933	68,659	11,683	142,287	59,459	4,450	N. A.	286,538	88.69
1934	71,852	13,906	154,170	60,516	4,600	$12,710	317,754	92.93
1935	78,598	17,998	161,743	65,598	5,100	13,635	342,672	93.51
1936	89,160	22,199	191,455	75,445	5,300	15,122	398,681	99.99
1937	95,115	24,966	208,783	82,508	5,600	16,217	433,189	101.80
1938	95,461	25,270	206,791	67,835	5,676	16,314	417,347	98.80
1939	101,786	26,618	216,434	75,889	5,923	17,343	443,993	100.59
1940	104,950	30,019	227,726	94,995	6,170	18,036	481,896	104.98
1941	115,537	35,565	242,045	131,071	7,675	19,303	551,196	113.04
1942	111,152	37,178	228,743	136,390④	7,260	18,280	539,003	116.97

① Estimates based on data contained in "Taxation of Motor Vehicles in 1932," Public Roads Administration.
② Estimates based on data in June, 1941 issue of "Public Roads," Public Roads Administration.
③ Includes special motor carrier taxes from 1932 to date. Prior to 1932 Trailer fees only are shown.
④ Includes $29,422,000 Motor Vehicle Use Tax.
SOURCE: First three columns from Public Roads Administration; Federal excise taxes based on reports of internal revenue; and special city and county taxes are estimates by Automobile Manufacturers Association.

Special Taxes Total $808 Per Bus in 1942



Revenue Buses Paid $56,370,000 Special Taxes, 1942

(Figures from National Association of Motor Bus Operators)

Year	Special Taxes	General Taxes*	Total Bus Taxes*	Special Taxes Per Bus	General Taxes Per Bus	Total Taxes Per Bus	Special Tax Per Bus Per Miles of Highway Used
1925	$10,300,000	$2,300,000	$12,600,000	$274.29	$ 61.25	$335.54	$49.24
1926	13,100,000	3,000,000	16,100,000	311.65	71.37	383.02	55.36
1927	16,800,000	3,300,000	20,100,000	386.33	75.89	462.22	64.28
1928	21,200,000	3,800,000	25,000,000	474.61	85.07	559.68	74.16
1929	26,500,000	4,500,000	31,000,000	576.04	97.82	673.86	81.25
1930	31,200,000	4,900,000	36,100,000	677.00	106.32	783.32	90.87
1931	32,525,000	4,125,000	36,650,000	716.41	90.86	807.27	88.62
1932	34,500,000	4,150,000	38,650,000	766.67	92.22	858.89	90.93
1933	33,470,000	4,030,000	37,500,000	743.77	89.56	833.33	81.64
1934	33,300,000	3,980,000	37,280,000	774.42	92.56	866.98	82.91
1935	35,625,000	4,750,000	40,375,000	791.66	105.56	897.22	89.05
1936	38,475,500	5,125,500	43,601,000	785.22	104.60	889.82	97.18
1937	43,231,000	5,761,000	48,992,000	839.43	111.87	951.30	109.90
1938	38,545,086	5,156,825	43,701,911	748.95	100.13	848.08	101.48
1939	35,994,440	5,859,560	41,854,000	698.24	113.67	811.91	100.35
1940	38,028,340	6,190,660	44,219,000	704.23	114.64	818.87	110.77
1941	46,575,450	6,959,550	53,535,000	808.88	120.87	929.75	148.30
1942	56,369,910	8,423,090	64,793,000	807.59	120.68	928.27	142.71

*Does not include income and excess profits taxes.

Motor Vehicle Registrations in Canada

	1941	1942	Percent Change
Passenger Cars	1,279,536	1,216,950	− 4.9%
Motor Trucks	278,771	283,777	+ 1.8
Motor Buses	3,441	4,016	+16.7
Motor Cycles	14,477	15,818	+ 9.3
Other Motor Vehicles	4,389	3,592	−18.2
Total Motor Vehicles	1,572,784	1,524,153	− 3.1
Trailers	80,304	74,471	− 7.3
Chauffeurs' Licenses	428,128	411,521	− 3.9
Drivers' Licenses	1,710,460	1,605,951	− 6.1
Dealers' Licenses	4,549	3,759	−17.4
Gasoline Station Licenses	21,591	16,104	−25.4
Garage Licenses	10,790	11,562	+ 7.2

SOURCE: Dominion Bureau of Statistics, Ottawa, Canada.

Employment, Earnings and Hours of All Wage Earners in Automobile, Body and Parts Factories

	ALL FACTORY WAGE EARNERS		INDIVIDUAL WORKER AVERAGES			
Year	Average Employment ①	Total Payrolls ①	Weekly Earnings ②	Cost of Living ③	Weekly Purchasing Power ④	Hours per Week ⑤
1899	2,000	$ 1,321,000	$12.50	.....	.....	..
1904	12,000	7,159,000	11.50	.....	.....	..
1909	76,000	48,694,000	12.30	.....	.....	..
1914	127,000	101,927,000	15.40	.....	.....	..
1919	343,000	491,121,000	27.50	126.7	75.5	..
1921	213,000	318,753,000	28.80	131.2	76.4	..
1923	405,000	660,088,000	31.30	125.1	87.0	..
1924	377,000	594,464,000	30.30	125.3	84.1	..
1925	426,000	713,856,000	32.20	127.8	87.6	45
1926	422,000	687,648,000	31.30	128.6	84.7	..
1927	370,000	612,196,000	31.80	125.6	88.1	..
1928	435,000	747,344,000	33.00	123.7	92.8	44
1929	448,000	732,264,000	31.40	123.9	88.2	..
1930	323,000	431,080,000	25.70	119.9	74.6	35
1931	286,000	350,376,000	23.60	107.0	76.7	..
1932	244,000	254,592,000	20.10	93.9	74.5	30
1933	244,000	251,316,000	19.80	88.7	77.6	33
1934	381,000	447,460,000	22.60	92.7	84.8	32
1935	445,000	587,236,000	25.40	96.3	91.7	34
1936	459,000	674,492,000	28.30	98.6	99.8	37
1937	517,000	814,268,000	30.30	103.7	101.6	34
1938	305,000	454,064,000	28.60	101.8	97.7	31
1939	402,000	651,976,000	31.19	99.5	109.1	34
1940	465,000	824,096,000	34.08	100.2	118.3	36
1941	570,000	1,173,536,000	39.59	105.2	130.9	38
1942	508,000	1,339,832,000	50.72	116.5	151.4	44

①—1899-21 from U. S. Census of Manufactures, 1923 on from U. S. Bureau of Labor Statistics: Indexes times base figures from BLS Bulletin No. 610. ②—Payrolls divided by 52 times average employment.
③—Special index prepared by U. S. Bureau of Labor Statistics for automotive cities. 1935-39 = 100.
④—Weekly Earnings divided by Cost of Living, 1935—39 = 100.
⑤—Weekly Earnings divided by Hourly Rates reported by U. S. Bureau of Labor Statistics.

NOTE: Excludes employment in government-owned plants in 1941 and 1942.

Gasoline Consumption by Motor Vehicles

In Thousands of Gallons

	PRIVATE AND COMMERCIAL USE				PUBLIC USE Federal, State, County and Municipal		
	Highway	Percent of Total Usage	Non-Highway	Total	Highway	Non-Highway	Total
1925	8,556,558	93.6	394,890	8,951,448	192,517	.....	192,517
1926	9,848,668	93.3	488,210	10,336,878	215,283	.....	215,283
1927	11,093,864	92.9	605,570	11,699,434	237,462	.....	237,462
1928	12,106,219	92.5	728,822	12,835,041	255,241	.....	255,241
1929	13,858,382	92.1	911,735	14,770,117	280,919	.....	280,919
1930	14,454,164	91.6	1,023,796	15,477,960	299,747	.....	299,747
1931	15,149,145	91.1	1,164,599	16,313,744	307,517	.....	307,517
1932	14,012,600	90.8	1,088,189	15,100,789	326,551	.....	326,551
1933	13,998,958	91.1	1,019,753	15,018,711	349,194	.....	349,194
1934	15,033,999	90.8	1,086,697	16,120,696	380,897	56,328	437,225
1935	15,919,281	90.3	1,209,663	17,128,944	425,416	83,220	508,636
1936	17,640,917	90.2	1,359,528	19,000,445	458,221	103,011	561,232
1937	18,973,618	89.9	1,549,101	20,522,719	481,836	110,889	592,725
1938	19,110,356	89.7	1,592,164	20,702,520	501,287	107,868	609,155
1939	20,170,516	89.4	1,741,289	21,911,805	543,836	116,196	660,032
1940	21,417,818	89.1	1,906,481	23,324,299	582,538	130,688	713,226
1941	23,637,867	89.4	2,074,864	25,712,731	554,539	162,180	716,719
1941%	89.44%	....	7.85%	97.29%	2.10%	0.61%	2.71%

	SUMMARY OF TOTAL USAGE					
	Highway	Percent of Total Usage	Non-Highway	Total Usage	Losses Allowed for Evaporation Handling, etc.	Total Quantity Consumed
1925	**8,749,075**	95.7	394,890	9,143,965	.....	9,143,965
1926	**10,063,951**	95.4	488,210	10,552,161	.....	10,552,161
1927	**11,331,326**	94.9	605,570	11,936,896	.....	11,936,896
1928	**12,361,460**	94.5	728,822	13,090,282	.....	13,090,282
1929	**14,139,301**	93.9	911,735	15,051,036	.....	15,051,036
1930	**14,753,911**	93.5	1,023,796	15,777,707	.....	15,777,707
1931	**15,456,662**	93.0	1,164,599	16,621,261	90,438	16,711,699
1932	**14,339,151**	92.9	1,088,189	15,427,340	89,377	15,516,717
1933	**14,348,152**	93.4	1,019,753	15,367,905	114,839	15,482,744
1934	**15,414,896**	93.1	1,143,025	16,557,921	202,780	16,760,701
1935	**16,344,697**	92.7	1,292,883	17,637,580	216,899	17,854,479
1936	**18,099,138**	92.5	1,462,539	19,561,677	237,944	19,799,621
1937	**19,455,454**	92.1	1,659,990	21,115,444	259,253	21,374,697
1938	**19,611,643**	92.0	1,700,032	21,311,675	325,636	21,637,311
1939	**20,714,352**	91.8	1,857,485	22,571,837	344,649	22,916,486
1940	**22,001,356**	91.5	2,037,169	24,038,525	365,809	24,404,334
1941	**24,192,397**	91.5	2,237,044	26,429,441	290,677	26,720,118
1941%	**91.54%**	....	8.46%	100.00%	.....	.....
1942	**20,175,604**	....	.....	.....	.....	.....

131,600 New Cars in Stock June 30, 1943

New Passenger Car Rationing

Total stocks of new cars February 28, 1942	520,793
Total cars released under Rationing Order 2 covering sales in process on January 1, 1942	28,478
Total cars released under Rationing Order 2A to June 30, 1943, civilian	327,829*
Total cars released under Rationing Order 2A to June 30, 1943, government	34,006
Grand total releases of new cars	390,313
Inventory, obtained by subtracting 390,313 from inventory Feb. 28, 1942	130,480 (1)
Inventory of new cars in United States June 30, 1943	131,607

*Preliminary.
(1) Discrepancy due to various causes.

327,800 New Cars Released to Civilians Up to June 30, 1943

	Total Civilian Releases Mar. 2, 1942 to June 30, 1943	Inventory June 30, 1943		Total Civilian Releases Mar. 2, 1942 to June 30, 1943	Inventory June 30, 1943
Ala.	5,425	895	N. H.	689	589
Ariz.	1,547	276	N. J.	7,441	7,754
Ark.	3,445	523	N. M.	1,042	237
Calif.	28,089	15,030	N. Y.	17,803	18,080
Colo.	2,822	1,129	N. C.	6,680	1,850
Conn.	4,227	2,422	N. D.	1,401	421
Dela.	766	578	Ohio	24,303	8,258
Fla.	4,755	1,580	Okla.	5,314	1,438
Ga.	6,922	1,066	Ore.	4,588	1,440
Idaho	1,340	184	Pa.	17,984	11,650
Ill.	19,950	7,894	R. I.	1,322	1,139
Ind.	10,720	1,918	S. C.	4,141	790
Iowa	6,285	1,855	S. D.	1,395	381
Kans.	4,985	1,304	Tenn.	5,867	1,199
Ky.	4,310	1,044	Texas	22,454	3,790
La.	5,251	780	Utah	2,306	447
Me.	1,538	825	Vt.	566	390
Md.	5,676	1,863	Va.	6,131	1,671
Mass.	6,883	6,462	Wash.	6,434	2,584
Mich.	26,874	6,052	W. Va.	2,696	861
Minn.	7,294	2,875	Wis.	7,143	3,289
Miss.	3,442	672	Wyo.	937	158
Mo.	7,960	2,941	D. C.	2,094	1,601
Mont.	1,584	473	Possessions	272	199
Nebr.	3,785	632			
Nev.	941	118	**Total Civilian**	327,829	131,607

SOURCE: Automobile Rationing Branch, Office of Price Administration.

51,900 New Trucks in Stock, August 1, 1943

Cumulative Releases to Civilians and Government

SIZE	Cumulative from March 9, 1942 to January 2, 1943	March 9, 1943	July 31, 1943	Stocks as of July 31, 1943
Light	21,921	28,267	35,089	16,770
Medium	51,473	60,349	84,643	32,090
Heavy	11,859	14,112	17,682	3,045
Total Trucks	85,253	102,728	137,414	51,905

305,000 Motor Trucks Scrapped in 1942

	Units		Units
1931	387,024	1937	397,809
1932	343,198	1938	374,773
1933	250,945	1939	375,818
1934	274,615	1940	423,854
1935	316,668	1941	364,800
1936	351,618	1942	304,627*

* Preliminary.

NOTE: Estimated by (1) adding retail sales of new trucks during a year to the total registrations at the end of the preceding year; (2) subtracting total registrations at the end of the current year; (3) adding half this difference obtained in (2) and half the corresponding difference resulting from a similar computation for the preceding year. This gives the estimated total scrapped or unregistered in the preceding year.

Annual Average Truck Mileage 10,000

Source: U. S. Public Roads Administration, nation-wide Truck and Bus Inventory, 1941.

State	Trucks	Truck-Tractors	Trailers	Semi-Trailers	State	Trucks	Truck-Tractors	Trailers	Semi-Trailers
Ala.	12,150	25,600	21,100	20,900	Nev.	8,550	32,000	26,800	26,500
Ariz.	10,250	27,200	28,000	27,600	N. H.	9,270	32,800	13,900	26,500
Ark.	10,475	22,700	15,700	28,600	N. J.	9,700	23,000	12,800	20,800
Calif.	9,704	27,400	23,200	26,800	N. M.	10,600	24,300	6,600	27,400
Colo.	9,100	44,500	22,000	47,300	N. Y.	9,050	30,800	10,200	28,400
Conn.	9,000	24,200	8,600	20,600	N. C.	12,200	39,100	21,600	47,000
Del.	10,050	26,600	15,700	24,200	N. D.	7,300	36,100	25,500	40,700
Fla.	12,100	37,600	21,200	39,100	Okla.	9,700	34,500	12,600	31,900
Ga.	11,350	29,600	16,900	31,800	Ore.	8,600	16,700	43,300	16,700
Ida.	8,600	30,200	34,700	25,600	Pa.	9,800	29,200	20,500	27,900
Ill.	9,900	31,200	21,000	36,300	R. I.	9,650	22,600	9,950	19,900
Ia.	10,400	38,900	15,800	40,200	S. C.	11,600	32,400	19,800	31,600
Kan.	9,000	35,000	10,600	32,600	S. D.	8,750	37,300	13,000	40,000
Ky.	10,850	31,100	8,000	41,600	Tenn.	12,100	47,300	22,300	51,300
La.	11,200	18,500	14,000	21,500	Tex.	12,200	30,000	15,400	29,700
Me.	9,300	25,500	9,900	24,400	Utah	11,100	45,700	63,600	49,000
Md.	9,900	23,700	20,000	24,100	Vt.	9,600	32,400	4,800	42,400
Mass.	10,300	30,200	13,800	28,800	Va.	10,900	36,200	21,000	36,400
Minn.	8,750	35,600	14,600	35,300	Wash.	8,700	23,800	24,200	20,000
Miss.	12,000	19,800	10,200	21,900	W. Va.	10,200	36,100	18,800	33,300
Mo.	10,600	32,400	18,400	33,600	Wisc.	8,900	29,700	13,600	29,000
Mont.	7,300	41,800	36,100	46,500	Wyo.	8,500	27,200	7,760	22,900
Nebr.	8,900	40,500	23,100	42,600	D. C.	8,900	13,500	5,700	17,800
					U.S. Av.	10,000	30,100	19,900	30,700

86 Million Motor Vehicles Produced in 43 Years

Factory Sales and Wholesale Value, U. S. Plants

	PASSENGER CARS		MOTOR TRUCKS		TOTAL	
	Number	Value	Number†	Value†	Number	Value
1900	4,192	$4,899,443	.....	.....	4,192	$4,899,443
1901	7,000	8,183,000	.....	.....	7,000	8,183,000
1902	9,000	10,395,000	.....	.....	9,000	10,395,000
1903	11,235	13,000,000	.....	.....	11,235	13,000,000
1904	22,130	23,357,692	700	1,272,747	22,830	24,630,439
1905	24,250	38,670,000	750	1,330,000	25,000	40,000,000
1906	33,200	61,460,000	800	1,440,000	34,000	62,900,000
1907	43,000	91,620,000	1,000	1,780,000	44,000	93,400,000
1908	63,500	135,250,000	1,500	2,550,000	65,000	137,800,000
1909	123,990	159,765,721	3,297	5,333,683	127,287	165,099,404
1910	181,000	215,340,000	6,000	9,660,000	187,000	225,000,000
1911	199,319	225,000,000	10,681	21,000,000	210,000	246,000,000
1912	356,000	335,000,000	22,000	43,000,000	378,000	378,000,000
1913	461,500	399,902,000	23,500	44,000,000	485,000	443,902,000
1914	548,139	420,838,378	24,900	44,219,096	573,039	465,057,474
1915	895,930	575,978,000	74,000	125,800,000	969,930	701,778,000
1916	1,525,578	921,378,000	92,130	161,000,000	1,617,708	1,082,378,000
1917	1,745,792	1,053,505,781	128,157	220,982,668	1,873,949	1,274,488,449
1918	943,436	801,937,925	227,250	434,168,992	1,170,686	1,236,106,917
1919	1,651,625	1,365,395,415	224,731	371,422,820	1,876,356	1,736,818,235
1920	1,905,560	1,809,170,963	321,789	423,249,410	2,227,349	2,232,420,373
1921	1,468,067	1,038,191,037	148,052	166,070,810	1,616,119	1,204,261,847
1922	2,274,185	1,494,513,991	269,991	226,049,658	2,544,176	1,720,563,649
1923	3,624,717	2,196,272,116	409,295	308,537,929	4,034,012	2,504,810,045
1924	3,185,881	1,970,096,559	416,659	318,580,580	3,602,540	2,288,677,139
1925	3,735,171	2,458,370,026	530,659	458,400,277	4,265,830	2,916,770,303
1926	3,783,987	2,640,064,519	316,947	452,123,435	4,300,934	3,092,187,954
1927	2,936,533	2,164,670,891	464,793	420,130,624	3,401,326	2,584,801,515
1928	3,815,417	2,576,489,623	543,342	437,132,258	4,358,759	3,013,621,881
1929	4,587,400	2,847,118,562	771,020	566,029,644	5,358,420	3,413,148,206
1930	2,784,745	1,645,398,523	571,241	389,436,690	3,355,986	2,034,835,213
1931	1,973,090	1,111,273,774	416,648	262,417,542	2,389,738	1,373,691,316
1932	1,135,491	618,291,168	235,187	136,193,336	1,370,678	754,484,504
1933	1,573,512	762,736,512	346,545	186,069,314	1,920,057	948,805,826
1934	2,177,919	1,147,116,195	575,192	320,143,667	2,753,111	1,467,259,862
1935	3,252,244	1,709,425,904	694,690	379,407,751	3,946,934	2,088,833,655
1936	3,669,528	2,015,646,217	784,587	462,820,474	4,454,115	2,478,466,691
1937*	3,915,889	2,304,349,252	893,085	542,921,096	4,808,974	2,847,270,348
1938*	2,000,985	1,269,765,050	488,100	339,226,639	2,489,085	1,608,991,689
1939*	2,866,796	1,816,434,914	710,496	502,421,776	3,577,292	2,318,856,690
1940*	3,692,328	2,422,491,461	777,026	593,731,603	4,469,354	3,016,223,064
1941*	3,744,300	2,615,697,373	1,094,261	1,086,925,650	4,838,561	3,702,623,023
1942*	220,814	173,661,378	Not Available		Not Available	

*Includes federal excise taxes, and standard equipment.

†A substantial part of the trucks reported comprises chassis only, without body; hence the value of bodies for these chassis is not included.

NOTE: Includes military vehicles.

83 out of 100 Motor Vehicle Dealers Still in Business

SOURCE: Motor Age; figures as of July 1943

	All Retail Outlets*	Car and Truck Dealers	Independent Repair Shops
Alabama	764	411	333
Arizona	277	125	138
Arkansas	639	350	288
California	5,933	1,590	4,124
Colorado	877	372	465
Connecticut	1,337	531	657
Delaware	158	68	68
District of Columbia	223	80	138
Florida	1,021	465	558
Georgia	943	562	368
Idaho	498	275	212
Illinois	5,036	2,055	2,831
Indiana	2,102	1,063	1,110
Iowa	2,370	1,210	1,091
Kansas	1,436	756	638
Kentucky	1,012	556	393
Louisiana	738	359	359
Maine	663	315	342
Maryland	821	415	379
Massachusetts	2,218	947	1,100
Michigan	3,634	1,651	1,830
Minnesota	2,641	1,007	1,615
Mississippi	569	406	190
Missouri	2,324	931	1,321
Montana	568	328	238
Nebraska	1,223	568	642
Nevada	177	74	87
New Hampshire	412	194	200
New Jersey	2,533	912	1,581
New Mexico	271	149	130
New York	7,148	2,392	4,537
North Carolina	1,205	652	502
North Dakota	832	408	430
Ohio	4,054	1,773	2,191
Oklahoma	1,445	653	746
Oregon	1,120	363	705
Pennsylvania	7,177	2,884	3,524
Rhode Island	344	131	182
South Carolina	545	353	223
South Dakota	654	337	296
Tennessee	842	426	402
Texas	4,212	1,744	2,471
Utah	436	186	227
Vermont	443	183	252
Virginia	1,355	662	660
Washington	1,677	588	1,113
West Virginia	796	451	309
Wisconsin	2,846	1,456	1,318
Wyoming	315	175	118
Total July 1943	80,863	34,542	43,677
Total December 1, 1941	95,295	41,790	49,208
Percent decrease—1941 to 1943	15.2	17.3	11.2

*Includes motor vehicle dealers, independent repair shops, so-called super-service stations, and accessory stores.

1942 Civilian Repair Parts Production Decreased 34% Below 1941

(Estimates Based on Federal Excise Tax Receipts)

Year	Wholesale Value	Year	Wholesale Value
1933	$234,461,091	1938	$348,067,646
1934	304,641,916	1939	454,673,191
1935	378,323,361	1940	553,004,020
1936	448,526,861	1941	718,212,295
1937	464,618,885	1942	471,956,981

NOTE: For year to year comparisons, probably the most comprehensive and accurate measure of the trend in the domestic market sales of repair parts and accessories is obtainable from the Federal excise tax collections. The wholesale value of parts and accessories taxable has been estimated by dividing the tax rate into the aggregate annual collections for years commencing March 1st. (There is approximately a two months' lag between the month in which sales are made and the month in which collections are normally reported.)

The Federal excise tax does not apply on parts and accessories exported, direct sales to governments, sales of garage and service equipment and items which are used for a variety of purposes other than automotive, such as bolts, nuts, lacquers, paints, varnish, cloth, leather, etc., used in repairs.

Materials Used in Typical Passenger Car

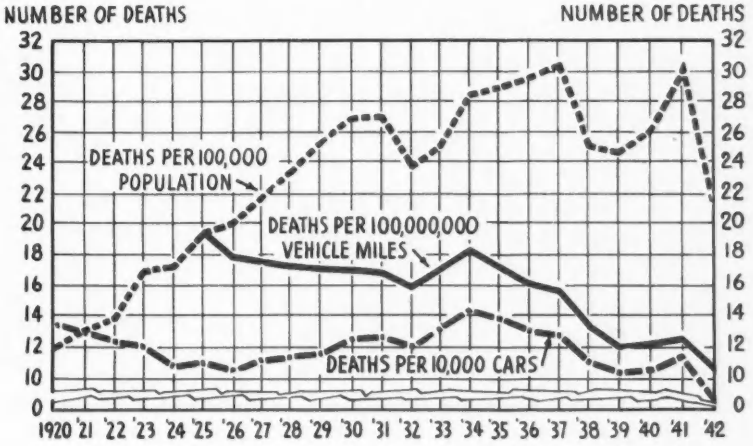
1942 Model①, with Accessories

Material	Complete Car Gross, lbs.	Net, lbs.	Material	Complete Car Gross, lbs.	Net, lbs.
Iron	696.66	549.63	Cotton	66.80	63.13
Steel	3385.38	2397.81	Hair	.627	.583
Antimony	1.39	1.32	Jute	18.18	16.70
Aluminum	3.78	3.21	Leather	2.664	2.447
Cadmium	.047	.042	Paper Products	61.27	50.13
Chromium	5.56	4.32	Rubber Compound	170.58	161.38
Copper	54.49	45.57	†Crude Rubber	(83.36)	(80.14)
Lead	35.64	33.88	†Sec. Rubber	(33.38)	(30.71)
Magnesium	.010	.009	†Syn. Rubber	(.11)	(.09)
Molybdenum	.117	.069	†Fillers	(53.73)	(50.44)
Nickel	1.85	1.56	Wood	5.19	3.94
Silver	.005	.005	Wool	8.93	8.26
Tin	2.88	2.40	Paint and Thinner	81.40	26.38
Tungsten	.008	.008	Plastics (Inc. Fillers)	6.75	4.91
Vanadium	.0029	.0016	*Phenolic (Inc. Fillers)	(2.07)	(1.65)
Zinc	25.51	23.28	*Polyvinyl (Inc. Fillers)	(2.27)	(1.30)
Asbestos	3.45	2.60	*Other	(2.41)	(1.96)
Asphalt	30.51	25.74	Sulphuric Acid	5.00	5.00
Glass, in safety glass	81.21	46.57	Grand Total	4781.69	3496.85
Glass, other	24.75	15.24			
Mica	.116	.102			
Cork	.929	.626			

†Included in Rubber Compound.
*Included in Plastics.

①—Original models, before substitution and conseravation of materials took place.

1942 Traffic Fatality Rates Down



(SOURCE: "Accident Facts" by the National Safety Council)

		DEATHS FROM COLLISION WITH——							TOTAL DEATH RATES		
	ALL DEATHS	Deaths from Non-Collision Accidents	Pedestrians	Other Motor Vehicles	Railroad Trains	Street Cars	Bicycles and Horsedrawn Vehicles	Fixed Objects	Per 100,000 Population	Per 10,000 Mot. Vehicles	Per 100,000,000 Vehicle Miles
1927	25,796	7,870	10,820	3,430	1,832	520	820	500	21.8	11.1	17.7
1928	27,996	8,070	11,420	4,310	2,142	569	950	540	23.3	11.4	17.4
1929	31,215	9,380	12,250	5,400	2,046	530	990	620	25.7	11.7	17.3
1930	32,929	9,970	12,900	5,880	1,830	481	1,150	720	26.7	12.4	17.4
1931	33,675	9,570	13,370	6,820	1,714	435	900	870	27.1	13.0	17.0
1932	29,451	8,500	11,490	6,070	1,522	316	750	800	23.6	12.2	16.1
1933	31,363	8,680	12,840	6,470	1,437	318	710	900	24.9	13.2	17.1
1934	36,101	9,820	14,480	8,110	1,457	332	860	1,040	28.5	14.4	18.4
1935	36,369	9,720	14,350	8,750	1,587	253	700	1,010	28.5	13.9	17.4
1936	38,089	9,410	15,250	9,500	1,697	269	900	1,060	29.7	13.5	16.4
1937	39,643	9,690	15,500	10,320	1,810	264	900	1,160	30.7	13.3	15.9
1938	32,582	7,350	12,850	8,900	1,490	165	890	940	25.0	11.1	21.8
1939	32,386	7,980	12,400	8,700	1,330	150	910	1,000	24.7	10.6	12.0
1940	34,501	7,800	12,700	10,100	1,707	132	960	1,100	26.1	10.8	12.1
1941	39,969	9,450	13,550	12,500	1,840	118	1,160	1,350	30.0	11.6	12.7
1942	28,200	6,700	10,600	7,250	1,780	130	890	850	21.0	8.7	10.8
					Percentage Changes						
1932 to '42	− 4%	−21%	− 8%	+19%	+17%	−59%	+19%	+ 6%	−11%	−29%	−33%
1941 to '42	−29%	−29%	−22%	−42%	− 3%	+10%	−23%	−37%	−30%	−25%	−15%

SOURCE: U. S. Census Bureau for total deaths and deaths from collisions with railroad trains and electric cars, through 1941. All other death figures are National Safety Council approximations. U. S. Public Roads Administration for motor vehicle registration and for gasoline consumption used for estimating vehicle mileage

Members of

Automobile Manufacturers Association

Passenger Car Manufacturers

Trade Name	Member or Manufacturer	Address
Buick	Buick Motor Division*	Flint, Mich.
Cadillac	Cadillac Motor Car Division*	Detroit, Mich.
Checker	Checker Cab Mfg. Corporation	Kalamazoo, Mich.
Chevrolet	Chevrolet Motor Division*	Detroit, Mich.
Chrysler	Chrysler Sales Division†	Detroit, Mich.
Crosley	The Crosley Corporation	Cincinnati, Ohio
De Soto	De Soto Division†	Detroit, Mich.
Dodge	Dodge Division†	Detroit, Mich.
Graham	Graham-Paige Motors Corporation	Detroit, Mich.
Hudson	Hudson Motor Car Company	Detroit, Mich.
Hupmobile	Hupp Motor Car Corporation	Detroit, Mich.
Nash	Nash-Kelvinator Corporation	Detroit, Mich.
Oldsmobile	Olds Motor Works Division*	Lansing, Mich.
Packard	Packard Motor Car Company	Detroit, Mich.
Plymouth	Plymouth Division†	Detroit, Mich.
Pontiac	Pontiac Motor Division*	Pontiac, Mich.
Studebaker	The Studebaker Corporation	South Bend, Ind.
Willys	Willys-Overland Motors, Inc.	Toledo, Ohio

Ambulance and Funeral Vehicle Manufacturers

Cadillac	Cadillac Motor Car Division*	Detroit, Mich.
Packard	Packard Motor Car Company	Detroit, Mich.
Studebaker	The Studebaker Corporation	South Bend, Ind.

Station Wagons and Suburbans

Buick	Buick Motor Division*	Flint, Mich.
Chevrolet	Chevrolet Motor Division*	Detroit, Mich.
Chrysler	Chrysler Sales Division†	Detroit, Mich.
Crosley	The Crosley Corporation	Cincinnati, Ohio
Hudson	Hudson Motor Car Company	Detroit, Mich.
International	International Harvester Company	Chicago, Ill.
Packard	Packard Motor Car Company	Detroit, Mich.
Plymouth	Plymouth Division†	Detroit, Mich.
Pontiac	Pontiac Motor Division*	Pontiac, Mich.
Willys	Willys-Overland Motors, Inc.	Toledo, Ohio

†Chrysler Corporation *General Motors Corporation

Members of

Automobile Manufacturers Association

Motor Truck Manufacturers

Including Light Commercial Vehicle Manufacturers

Trade Name	Member or Manufacturer	Address
Autocar	The Autocar Company	Ardmore, Pa.
Chevrolet	Chevrolet Motor Division*	Detroit, Mich.
Corbitt	The Corbitt Company	Henderson, N. C.
Crosley	The Crosley Corporation	Cincinnati, Ohio
Diamond T	Diamond T. Motor Car Company	Chicago, Ill.
Dodge	Dodge Division†	Detroit, Mich.
Federal	Federal Motor Truck Company	Detroit, Mich.
G. M. C.	Yellow Truck and Coach Mfg. Co.	Pontiac, Mich.
Hudson	Hudson Motor Car Company	Detroit, Mich.
International	International Harvester Company	Chicago, Ill.
LaFrance-Republic	Sterling Motor Truck Company	Milwaukee, Wis.
Mack	Mack Manufacturing Corporation	New York, N. Y.
Reo	Reo Motors, Inc.	Lansing, Mich.
Sterling	Sterling Motor Truck Company	Milwaukee, Wis.
Studebaker	The Studebaker Corporation	South Bend, Ind.
Walter	Walter Motor Truck Company	Ridgewood, N. Y.
White	The White Motor Company	Cleveland, Ohio
Willys	Willys-Overland Motors, Inc.	Toledo, Ohio

†Chrysler Corporation *General Motors Corporation

Motor Bus Manufacturers

Diamond T	Diamond T Motor Car Company	Chicago, Ill.
Federal	Federal Motor Truck Company	Detroit, Mich.
G. M. C.	Yellow Truck and Coach Mfg. Co.	Pontiac, Mich.
I. H. C.	International Harvester Company	Chicago, Ill.
Mack	Mack Manufacturing Corporation	New York, N. Y.
Reo	Reo Motors, Inc.	Lansing, Mich.
Studebaker	The Studebaker Corporation	South Bend, Ind.
White	The White Motor Company	Cleveland, Ohio

Truck Trailer Manufacturers

Corbitt	The Corbitt Company	Henderson, N. C.
G. M. C.	Yellow Truck and Coach Mfg. Co.	Pontiac, Mich.
Mack	Mack Manufacturing Corporation	New York, N. Y.
White	The White Motor Company	Cleveland, Ohio

Motor Fire Apparatus Manufacturers

Mack	Mack Manufacturing Corporation	New York, N. Y.
Walter	Walter Motor Truck Company	Ridgewood, N. Y.
White	The White Motor Company	Cleveland, Ohio

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